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**TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1957**

DOMINION BUREAU OF STATISTICS
International Trade Division
Balance of Payments Section

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TRAVEL BETWEEN CANADA AND OTHER COUNTRIES 1957

Leading Developments in Travel Between Canada and Other Countries

The expansion of travel between Canada and other countries continued its upward movement in 1957. The number of visits to Canada by residents of other countries and the number of Canadians visiting other countries, once again, set new records. The expansion in travel to other countries by Canadians was, however, more moderate than that of travel in Canada by residents of other countries. In 1957 visits to Canada by residents of other countries numbered 28.7 million, a considerable difference from the 27.7 million visits recorded in 1956. At the same time, Canadians reciprocated with 27.3 million visits to other countries in comparison with 27.2 million in 1956. The aggregate volume of all travel for the year amounted to 56 million visits, a higher record than the 54.9 million established in the previous year.

Total entries into Canada by residents of other countries advanced 3.5 per cent or nearly 1 million visits during the year. When compared with 1956 an additional 6,000 entries from overseas were recorded and, furthermore, visits by residents of the United States advanced 952,900.

Receipts from travel in Canada by residents of other countries also reached an all-time record in 1957. Visitors from other countries left approximately \$363 million in Canada during the past year, an extra \$26 million or an increase of nearly 8 per cent when compared with 1956. Receipts from residents of the United States advanced to a new record of \$325 million, 5 per cent higher than 1956, even though the increase in volume amounted to roughly 3 per cent. Receipts from overseas countries at \$38

million were \$10 million or 36 per cent higher than the previous record whereas the number of visits advanced some 20 per cent.

Travel to other countries by Canadians underwent a levelling off trend during the past year. Re-entries by Canadians were about half of one per cent higher than the previous year or approximately 132,700 additional visits. In the previous year a more substantial expansion in this segment of travel had developed. On the other hand, travel to overseas countries continued to expand but at a more moderate rate as an increase of 13 per cent or an additional 13,800 visits were recorded. During the three previous years travel to overseas countries by Canadians had expanded at a 20 per cent increase each year.

Disbursements by Canadians for travel in other countries also reached new record levels in 1957. Canadians spent well over half of one billion dollars travelling in other countries during 1957, an increase of \$27 million or 5 per cent more than in 1956 in spite of the fact that, with the exception of trips to overseas countries, there was little change in the number of visits. For the first time in some years there was practically no change in the debit balance of our travel account with other countries. In the previous six year period the debit balance had increased from \$6 million in 1951 to \$161 million in 1956. The debit balance on travel account with the United States declined from \$82 million in 1956 to \$78 million in 1957 but with overseas countries the debit balance advanced from \$79 million to \$84 million. The total debit balance on account with all countries amounted to \$162 million in 1957, an increase of \$1 million over the previous year.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1954-1957

Type of transportation	Number of persons				Expenditures			
	1954	1955	1956	1957	1954	1955	1956	1957 ¹
	thousands				\$ millions			
Automobile:								
Non-permit or local traffic	9,720	10,923	11,939	12,300	22.8	28.5	35.4	34.8
Customs permits	7,128	7,315	7,241	7,405	127.5	136.9	137.2	138.7
Repeat trips of permit holders	1,795	2,594	3,210	3,211	—	—	—	—
Total	18,643	20,832	22,390	22,916	150.3	165.4	172.6	173.5
Non-Automobile:								
Rail	941	940	882	720	46.2	41.5	43.7	44.6
Boat	347	370	399	309	16.8	13.0	15.7	18.9
Through bus	335	340	339	375	23.2	22.3	22.0	27.5
Plane	239	288	315	353	26.0	37.3	36.6	40.6
Other	5,908	5,513	3,342	3,946	20.7	23.4	18.7	20.2
Total	7,770	7,451	5,277	5,703	132.9	137.5	136.7	151.8
Grand total	26,413	28,283	27,667	28,619	283.2	302.9	309.3	325.3

1. Subject to revision.

United States Travel Expenditures in Canada by Types of Transportation

Analysis of the pattern of receipts from residents of the United States travelling in Canada according to type of transportation reveals that most of the increase over 1956 appeared in non-automobile classifications. Direct comparison of the two years indicates that the amount spent by visitors using automobiles for transportation amounted to \$173.5 million as against \$172.6 million in 1956, which represents an upward trend of about half of one per cent or slightly under \$1 million. Persons using transportation other than automobile, on the other hand, spent somewhat more in 1957, the increase amounting to 11 per cent or \$15 million. The net gain for all types of transportation amounted to \$16 million or about 5 per cent.

The number of non-resident automobile entries into Canada in 1957 totalled 8.6 million, an increase of around 221,000 entries or between 2 and 3 per cent. The non-permit or local class and entries on travellers' vehicle permits advanced in about the same proportion, namely close to 3 per cent. When compared with 1956 on a quarterly basis the advance in volume of non-permit traffic was more pronounced

in the first quarter, dropping progressively in the second and third quarters, with the fourth quarter showing a decline. The pattern for permit traffic was slightly different from non-permit as a gain of 4 per cent appeared in the first quarter, the second and third quarters being 8 per cent and 2 per cent heavier, respectively, but 2 per cent fewer permits were issued in the fourth quarter.

Statement 1 shows little change in receipts from automobile traffic when compared with the previous year. Expenditures by the non-permit or local classification declined \$0.6 million in 1957, attributable to lower averages per visit in the third quarter when volume of traffic is heaviest. An increase of \$1.5 million appeared for the group entering on travellers' vehicle permits. Entries on travellers' vehicle permits reported lower expenditures per visit during the first six months and higher averages per visit during the last half of the year as compared with 1956. A change in trends during the third quarter has much more effect on the pattern for the year than other quarters owing to the proportion of the volume during that period.

STATEMENT 2. Average Declared Expenditures Per Car of Non-Resident Motorists Travelling in Canada on Customs Permits, by Class of Permit, 1953-1957

Class of permit	1953	1954	1955	1956	1957 ¹
	\$	\$	\$	\$	\$
Commuter	301. 23	302. 60	294. 10	273. 95	337. 69
Summer resident	315. 79	368. 29	417. 05	419. 03	370. 43
Local	81. 59	56. 15	49. 10	52. 96	48. 78
Other (See statement 3 for detail)	53. 63	52. 16	54. 79	56. 74	56. 87

1. Subject to revision.

Statement 2 shows average expenditures for the various classes of customs permit travel. After showing a downward trend in the two previous years commuters reported a substantial increase in the average expenditure per vehicle during 1957. With the exception of 1945, 1946, and 1948, commuters reported the highest averages on record during the past year. There was practically no change in the number of commuters recorded during 1957. There was an increase of about 5 per cent in the number of summer residents recorded during 1957 but a decrease of 8 per cent appeared in receipts from this group of travellers on account of lower expenditures per vehicle being reported. The average expenditure per vehicle declined between 11 and 12 per cent when compared with 1956. The number of motorists

in the local category of travellers' vehicle permits advanced about 4 per cent in 1957, but receipts from this group declined nearly 4 per cent as lower averages per vehicle were reported. The "other class" of motorists shown in Statement 2 normally contributes about 97 per cent of the receipts from travellers using customs permits. A comparison with previous years of the average declared expenditures for this class by province of exit appears in Statement 3. Although there was little change in the average expenditure declared for Canada, higher averages per visit were reported in Quebec, Manitoba, Alberta and British Columbia with lower averages appearing in the Atlantic Provinces, Ontario and Saskatchewan.

STATEMENT 3. Average Declared Expenditure Per Car of Non-Resident Motorists Travelling in Canada on Customs Permits¹, by Province of Exit, 1953-1957

Province of exit	1953	1954	1955	1956	1957 ²
	\$	\$	\$	\$	\$
Atlantic Provinces	80.18	80.53	83.52	88.39	85.29
Quebec	57.05	52.25	55.12	54.09	54.61
Ontario	39.90	38.08	42.66	43.26	43.09
Manitoba	73.45	67.44	68.31	73.48	77.26
Saskatchewan	96.50	89.77	99.45	97.49	93.78
Alberta	116.23	109.34	109.43	100.75	101.36
British Columbia	93.29	89.62	86.22	87.08	87.71
Canada (See table 1 for 1957 analysis)	53.63	52.16	54.79	56.74	56.87

1. Exclusive of commuters, summer residents and locals.
2. Subject to revision.

Non-automobile travellers contributed most of the increase over 1956 in receipts from foreign travel in Canada. All categories in the non-automobile classification recorded higher expenditures in 1957, the amount of gain varying from \$0.9 million for passengers arriving by rail to \$5.5 million for arrivals via long distance bus. Visitors entering Canada from the United States by rail spent about 2 per cent more in 1957, although the number of visits was about 6 per cent lower than in 1956. There was an increase of about 11 per cent in the first quarter due to higher averages per visit as the data on volume showed a decrease of 8 per cent. A substantial increase appeared in the second quarter as the average expenditure per visit was higher and the number of visits advanced some 5 per cent; the only quarter of the year to record additional visits over 1956. In the third quarter there was a decrease in receipts from rail passengers as both the number of visits and the average expenditure per visit were lower than 1956. Receipts were also lower in the fourth quarter due to a substantial decrease in volume, the average expenditure per visit being higher than the corresponding quarter of 1956. Residents of the United States entering Canada by boat spent an additional \$3 million in 1957, due to higher expenditures per visit and an advance in the volume of

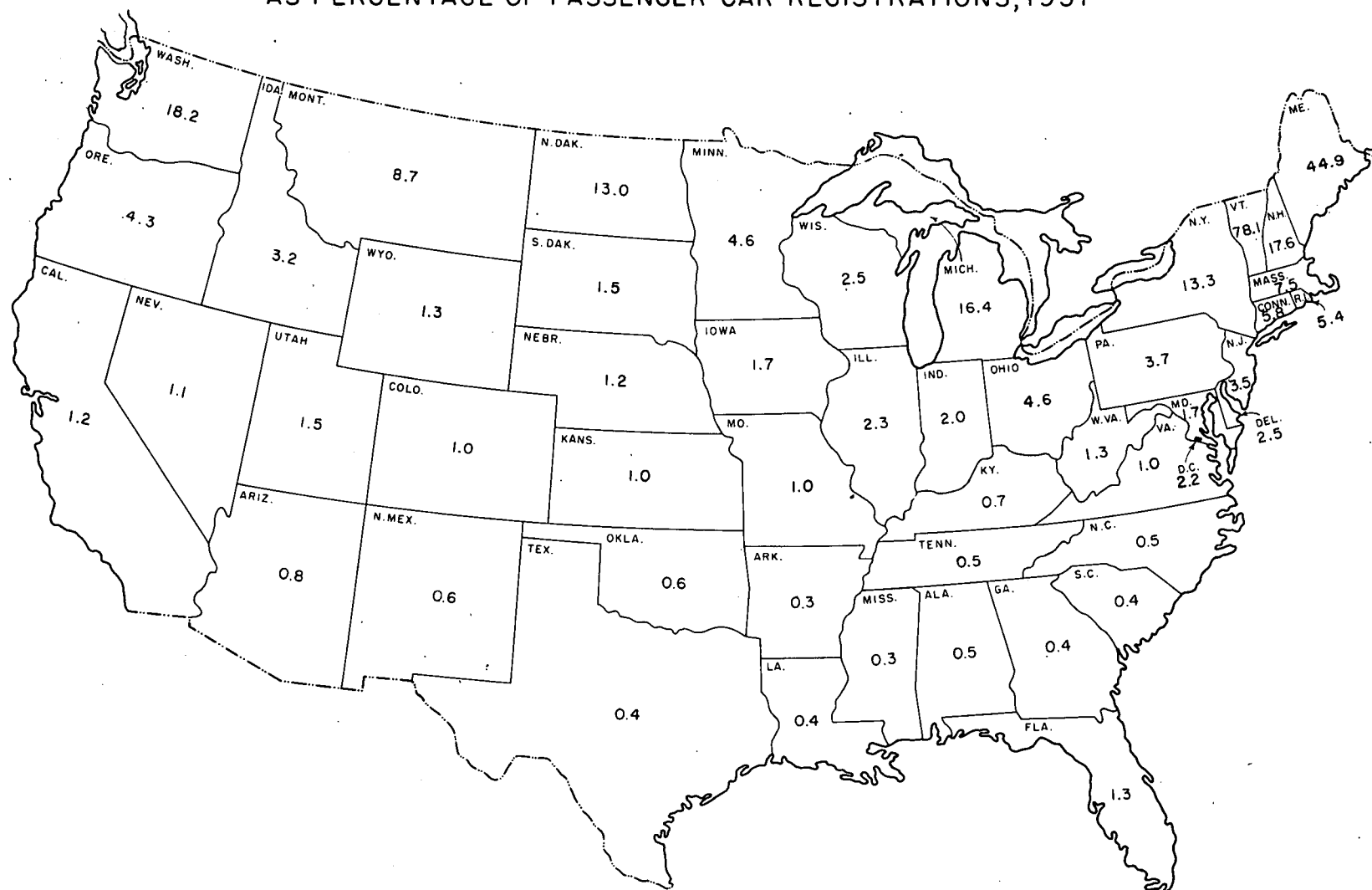
traffic. The average expenditure per visit was substantially higher in the second and third quarters and moderately lower in the first and fourth quarters. Although a substantial decrease in the number of visits appeared in the fourth quarter the gains recorded in the other three quarters were sufficient to counter the decline of the last quarter. Visitors from other countries using long distance bus to Canada accounted for about one third of the increase in receipts from non-automobile passengers. The average per visit was lower in the first quarter but higher during the remainder of the year. With the exception of the last quarter more visits were recorded than in the corresponding periods of 1956. More persons entered Canada by plane during 1957 but expenditures per visit were slightly lower. The advance in the number of visits amounted to about 12 per cent with each quarter showing an increase over 1956. Average expenditure per visit was higher in the first and last quarters and lower in the second and third quarters when compared with the previous year. The residual classification referred to as "Other Travelers" spent more in Canada during 1957 as more persons were recorded in this category. With the exception of the third quarter when the volume is heaviest the average expenditure per visit moved upwards in 1957.

Analysis of United States Motor Traffic to Canada by State of Origin

The analysis of automobile traffic entering Canada from the United States is simplified by grouping the states as they appear in Table 6. The importance of each group varies little from year to year as shown by the relative stability during the past five years. Practically all of the non-permit cars and approximately 75 per cent of the automobiles entering Canada from other countries on travellers' vehicle permits originated in the states forming the northern boundary of the United States. In 1956 some 79 per cent of the vehicles entering Canada on

travellers vehicle permits originated in the border states. In 1957 the states adjoining Canada, supplemented by Oregon and California on the Pacific Coast, Massachusetts, Rhode Island, Connecticut and New Jersey on the Atlantic Seaboard, contributed over 88 per cent of the cars entering Canada on customs permits. In 1957 automobile registrations in the United States totalled 55,692,934, but the number of crossings into Canada on customs permits by this tourist potential amounted to only 2,497,600 crossings.

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS IN CANADA
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1957



TOTAL STATES 4.5

The North-Eastern States covering the area from Maine to Pennsylvania remained the most important group and contributed 47 per cent or nearly one half of all the cars entering Canada on customs permits. During the past three years this area has become increasingly more important as a source of automobile visitors. As a source of revenue the North-Eastern States are less important as they contributed 45 per cent of the receipts from automobiles travelling on customs permits in 1957. During the past five years there has been a downward trend in the proportion of vehicles originating in the area of the Great Lakes from 31.9 per cent of the total in 1953 to 29.7 per cent of the total in 1957. This area is less important, however, as a source of receipts from automobiles using customs permits contributing about 25 per cent of the total in 1957 as compared with nearly 30 per cent of the volume. States bordering Canada along the north-western part of the boundary are becoming more important and contributed 4.1 per cent of the volume in 1957 as compared with 3.5 per cent in 1953. Their importance as a source of revenue compared very closely with their prominence as a source of volume. The percentage of vehicles originating in the states bordering the Pacific Ocean has been practically unchanged during the past five years. Cars originating in this area, however, usually spend more per visit than any of the other states consequently they contribute a higher proportion of the revenue, namely about 14 per cent in 1957. The remaining states and countries not specified in Table 6 accounted for 8 per cent of the volume and 12 per cent of the expenditures in 1957 as compared with 8 per cent and 11 per cent in 1956.

The uniformity from year to year in average expenditure per car was maintained in 1957. When compared with 1956 the minimum change appeared for the state of Michigan where an increase of 6 cents per vehicle was declared while motorists from Ohio recorded the maximum change with an average expenditure \$4.14 lower than in 1956. With the exception of Illinois and Wisconsin, the average rate of expenditure from year to year for each of the states shown in Table 7 varied less than \$9 per visit during the five year period from 1953 to 1957 inclusive. With the exception of Illinois and Wisconsin, the range between low and high averages over the past five years has been less than \$12 per visit. During the same period the widest variation for the state of Washington has been \$1.08, and \$1.58 for the state of New York. The range between the low and high average over the five year period has been \$1.86 for the state of New York, and \$1.89 for the state of Washington. The uniformity reflected for the various states over a long period indicates stability in travel behaviour by residents of each of the states and reliability of the reported sample used in estimating receipts from residents of other countries travelling in Canada.

The length of stay for cars (including commuters, summer residents and locals) originating in the North-Eastern States amounted to 6.5 days in 1957, comparable to 1955 but slightly lower than

the average for 1956. The average expenditure per car per day amounted to \$8.56, practically unchanged from the previous year. Comparable to the previous years, the average length of stay for cars from this area varied from 3.6 days for cars registered in Vermont to 7.5 days for cars from the state of New York. The average expenditure rates per car per day varied from \$3.45 for cars originating in Maine to \$16.70 for cars registered in New Jersey. For the past three years cars originating in New Jersey reported the highest expenditure per car per day. Average expenditure per car per day was lowest in the North-Eastern States as a group; but, with the exception of the residual classification referred to as "Other", the length of stay was longer.

Cars originating in the area bordering the Great Lakes stayed an average of 5.3 days and spent approximately \$9.42 per car per day. The length of stay varied from 4.7 days for cars registered in Michigan to 6.5 days for cars from Ohio. Average expenditure rates varied from \$6.74 per car per day for cars registered in Michigan to \$14.67 for cars from Wisconsin. When taken as a group, the average expenditures per visit were lower for the states bordering the Great Lakes than other groups as they appear in Table 6.

The average length of stay for automobiles from the North-Western States remained quite uniform and varied from a low of 5.0 days for cars registered in Montana to 6.1 days for cars from Minnesota. Average expenditure per car per day varied from \$7.76 for cars registered in North Dakota to \$11.73 for cars registered in Montana. As a unit, the average length of visit for cars from the three states in 1957 was 5.7 days and the average expenditure per car per day amounted to \$10.44.

When taken as a group, cars from the West Coast states of California, Oregon and Washington had the highest average expenditure per car per day of all groups. Comparable to the previous year the average expenditure per visit was lower than for states in the "Other" classification but the average expenditure per car per day was considerably higher. In 1957 the average length of stay for cars from this group of states was 5.3 days and the average expenditure per car per day was \$13.31, slightly lower than in 1956. The length of stay varied from 4.2 days for cars registered in the state of Washington to 7.9 days for cars originating in California. Expenditures per day varied from \$12.78 for cars registered in Washington state to \$14.88 for cars from Oregon. Cars originating in the states not specified in Tables 6 and 7 averaged 9.3 days stay in Canada. Moreover, expenditures per visit were the highest of all groups amounting to \$87.05 or approximately \$9.32 per day as compared with \$92.27 per visit in 1956 or approximately \$10.16 per car per day. Further details on length of visit and average expenditures for the states not listed individually are shown in Table 3.

Table 4 classifies all automobiles travelling on customs permits in Canada by province of entry and state or country of registration. Similar informa-

tion appears in Table 5 but is limited to visits lasting over 48 hours and excludes the special classes of commuters, summer residents and locals. The special classes amount to less than 1 per cent of the total and would have little effect in making a comparison of the two tables. Visits recorded in Table 5 amount to 44 per cent of the total and 56 per cent of the cars entering on travellers' vehicle permits were in Canada less than 48 hours. The distribution in 1957 shows a slightly higher percentage of long-term traffic according to Table 5, the previous six years showing 43 per cent over 48 hours and 57 per cent in Canada less than 48 hours. Compared with 1956, higher proportions of longer term visits were recorded in the Atlantic Provinces, Ontario and Alberta with Quebec and Manitoba being unchanged. A higher proportion of short-term visits appeared for Saskatchewan and a direct comparison for British Columbia and the Yukon Territory does not appear as these provinces are shown separately in 1957.

The relationship between short-term visits and visits lasting over 48 hours did not remain constant according to state of origin. Some 21 states showed a higher percentage of long-term visits in 1957, 14 recorded a lower proportion of long-term visits and 14 remained unchanged. Comparable with previous years the state of Vermont had the highest percentage of short-term visits as 86 per cent of the cars originating in Vermont did not spend more than 48 hours in Canada. Some 28 per cent of the cars from Maine and Michigan recorded visits of 48 hours or longer in Canada which also compares quite closely with the previous year. In the past year more than 50 per cent of the vehicles from 29 of the states were in the long-term classification, at the same time traffic from Montana and New Mexico was

evenly divided between long-term and short-term visits. More than 50 per cent of the vehicles from the remaining 18 states returned within 48 hours but included in this group are the states of New York, Michigan and Washington which normally contribute nearly 50 per cent of the vehicles entering Canada on travellers' vehicle permits. The percentage of long-term traffic for the above-mentioned three states was as follows: New York 38 per cent, Michigan 28 per cent and Washington 43 per cent, all unchanged from 1956. Some 68 per cent of the cars from Oregon stayed more than 48 hours in Canada in contrast to 14 per cent of the cars from Vermont. In the percentage of long-term traffic, Oregon was followed by Nevada with 66 per cent of the cars staying over 48 hours in Canada, Iowa with 64 per cent and California, Massachusetts and Ohio each with 63 per cent. In the aggregate the percentage of automobiles staying more than 48 hours is influenced by the heavy volume of traffic from the states of New York, Michigan and Washington, each with a relatively low percentage of long-term traffic.

Map 1 shows the number of cars travelling on customs permits in Canada as a percentage of the number of automobiles registered in the state. States close to the border normally have a higher proportion of entries to registrations than states a long distance from the border. Border states with the lowest proportion of entries to registrations were Wisconsin, Idaho and Pennsylvania. Normally the border states with a lower percentage of registrations travelling in Canada have a higher proportion of long-term traffic than the states with a higher percentage of entries to registrations. In 1957 the proportion of entries to registrations stood at 4.5 per cent, unchanged from 1956 but lower than the previous three years.

Analysis of Automobile Traffic by Ports of Entry and Exit

The ports of entry and corresponding ports of exit are known for all American automobiles travelling in Canada. An examination of these ports of entry and exit discloses some of the routes within Canada which attract the greatest number of American motorists. Prior to 1956 this study was confined to the four months June to September inclusive, but in the past two years was extended to cover the complete year. These records represent minimum data on interprovincial or inter-regional travel since they do not include motorists who enter and leave Canada through ports in the same province after having visited one or more of the other provinces. Furthermore cars visiting regions in the province of entry and exit are not included in this information. Certain clearly-defined preferences appear regarding the route which motor tours through Canada should follow.

During 1957, 5,298 cars entered Canada through ports in the Maritime provinces and returned to the United States through ports in the province of Que-

bec. On the other hand, 7,911 cars entered Canada through ports in the province of Quebec and returned to the United States through ports in the Maritime provinces. While the exact length of stay within each province is not available, some 80 per cent of the cars travelling to Quebec from the Maritimes remained in Canada 3 days or more, and between 84 and 85 per cent of the cars travelling in the opposite direction spent 3 days or more in Canada. Approximately 3 per cent of all automobiles (on travellers' vehicle permits) entering Canada through ports in the Maritimes returned by ports on the border between Quebec and the United States. Although more vehicles travelled in the opposite direction, percentage-wise only 2 per cent of the traffic which entered by Quebec ports returned to the United States via ports in the Maritime provinces. Apparently the most popular route used by residents of the United States travelling between the Maritimes and Quebec is between St. Stephen, New Brunswick and Blackpool, Quebec. In 1957, as in 1956, some 14 per cent of the "long-term" cars entering through ports in the Maritime

provinces and returning to the United States through ports in Quebec travelled this route. Travel in the opposite direction accounted for 10 per cent of the "long-term" cars entering via Quebec ports and returning through ports in the Maritimes, a slight decrease from 1956. Entries at St. Stephen and exits at Rock Island accounted for 9 per cent of the traffic from the Maritimes to Quebec; entries at St. Stephen and exits at Philipsburg more than 5 per cent while entries at Yarmouth with departures at Blackpool accounted for 4 per cent of the traffic from the Maritimes to Quebec. Traffic in the opposite direction followed a slightly different pattern when

more than 8 per cent of the American motorists travelled from Rock Island to St. Stephen; 8 per cent from Blackpool to St. Leonard and more than 7 per cent from Rock Island to St. Leonard. In 1957 traffic entering Canada through St. Stephen, St. Leonard, Edmundston and Yarmouth and leaving through the ports of Blackpool, Rock Island, Armstrong and Philipsburg accounted for 64 per cent of the traffic from the Maritimes to Quebec. Long-term travel in the opposite direction between the above-mentioned ports accounted for 60 per cent of the traffic from Quebec to the Maritime provinces.

STATEMENT 4. Percentage Distribution of Vehicles by Province of Exit for Non-Resident Automobiles Travelling in Canada on Customs Permits¹, Three Days or Over, 1957

Province of entry	Province of exit							
	Maritimes	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	B.C.	Yukon
	%	%	%	%	%	%	%	%
Maritimes	91.31	4.97	3.69			0.03		
Quebec	3.50	82.58	13.89			0.03		
Ontario	0.88	7.12	91.09	0.66		0.25		
Manitoba	0.05		15.23	74.07	3.48	3.53	2.90	0.74
Saskatchewan	0.02		2.96	8.14	73.27	7.48	5.39	2.74
Alberta	0.03		2.84	4.01	3.26	44.70	32.05	13.11
British Columbia		0.30		0.44	0.33	5.99	89.58	3.36
Yukon		0.94		2.47	3.28	40.94	47.64	4.73

1. Exclusive of commuters, summer residents and locals.

The interchange of traffic between Quebec and Ontario accounts for a large number of American visitors travelling in these provinces. During 1957, 33,304 foreign vehicles on customs permits entered Canada through ports in the province of Quebec and returned to the United States through ports in the province of Ontario. This represents about 8 per cent of the total entries via ports in the province of Quebec. Nearly 80 per cent of these motorists stayed in Canada three days or more. Traffic in the opposite direction was heavier with 49,880 vehicles entering Canada through ports in Ontario and leaving through ports in Quebec. However, this portion of the traffic only amounts to some 3 per cent of the total entries through ports in Ontario. Approximately 85 per cent of this traffic remained in Canada for 3 days or more. Some 11,769 cars (3 days or more) entered Ontario through ports on the St. Lawrence River and returned to the United States through ports in Quebec, while 30,325 cars entered Ontario through ports west of Kingston and east of Port Arthur and returned via ports in Quebec. The ports of Blackpool, Rock Island and Armstrong account for a large number of the exits in Quebec of cars which entered through ports in Ontario. The ports in Ontario ap-

pearing most frequently in the exchange of traffic between Quebec and Ontario were Niagara Falls, Lansdowne and Windsor. The three ports referred to in each province account for 44 per cent of all combinations of travel between the two provinces in the 3 day or over classification but is a slight decrease from 1956. Entries through the three ports in Quebec with exits through the three ports in Ontario amounted to 10,915 during the year and traffic in the opposite direction totalled 19,443. A further analysis shows that 6,013 cars or 55 per cent entered through the three ports in Quebec and returned to the United States through Niagara Falls, and 9,170 or 47 per cent of the entries through the three ports in Ontario returned to the United States through Blackpool. From this analysis it will be seen that the volume of traffic between Quebec and Ontario travelling on the route between Blackpool and Niagara Falls is heavier than any other combination of ports. In 1957 some 3,340 automobiles in the 3 day or over classification entered Canada at Blackpool and returned through Niagara Falls, and 5,064 vehicles entered Canada through Niagara Falls and returned to the United States through the port of Blackpool.

STATEMENT 5. Number of Non-Resident One and Two-Day Automobiles Travelling on Customs Permits¹ in Transit Between Selected Border Points in Ontario, 1953-1957

Border points	1953	1954	1955	1956	1957
Fort Erie — Windsor	126,079	125,932	137,551	111,370	109,298
Niagara Falls — Windsor	123,225	112,065	106,723	95,470	94,014
Fort Erie — Sarnia	39,384	43,230	48,125	46,893	44,663
Niagara Falls — Sarnia	97,589	100,867	102,758	93,864	83,745
Total of above	386,277	382,094	395,157	347,597	331,720
Total number of cars¹ leaving Ontario irrespective of length of visit	1,481,801	1,446,732	1,500,851	1,443,950	1,471,148
In transit traffic as percentage of total traffic	26.1	26.4	26.3	24.1	22.5

1. Exclusive of commuters, summer residents and locals.

Within the province of Ontario, which normally accounts for some 60 per cent of the entries into Canada on travellers' vehicle permits, several well-defined routes appear to be travelled by foreign vehicles. A survey of the routes within the province reveals that the highways between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west of Southern Ontario, apparently carry the heaviest volume of traffic. Table 2 shows that 692,949 vehicles, or an increase of 36,843 vehicles over 1956, left Canada in 1957 after entering at Fort Erie—Niagara Falls. Of this number 456,367 or 66 per cent returned to the United States by way of Fort Erie—Niagara Falls, and 185,086 vehicles or 27 per cent returned through the St. Clair and Detroit River ports. Of the cars travelling from Fort Erie and Niagara Falls to the St. Clair and Detroit River ports some 57 per cent made the trip in one day, indicative of a high percentage of in transit traffic across southern Ontario to reach destinations in the United States and thus save the motorist time and mileage. The number of one-day cars leaving through all ports including Fort Erie, and Niagara Falls amounted to more than 41 per cent of the total.

Traffic entering Canada through ports on the St. Clair and Detroit Rivers and leaving through Fort Erie—Niagara Falls is also quite heavy. Table 2 shows 529,579 cars returning to the United States after entering Canada through the ports along the St. Clair and Detroit Rivers. Of this number some 60 per cent or 316,119 vehicles returned to the United States through the same group of ports, on the other hand, 188,341 automobiles or nearly 36 per cent crossed southern Ontario and returned to the United States through Fort Erie or Niagara Falls. Roughly 54 per cent of the cars travelling from the St. Clair and Detroit River ports east to Fort Erie and Niagara Falls made the trip in one day thus, in-

dications are that a high percentage of traffic in this direction is also in transit. The number of one-day cars leaving through all ports including those along the St. Clair and Detroit Rivers amounted to 255,069 or some 48 per cent of the total. Further detail on travel across southern Ontario appears in Statement 6 showing the importance of the volume of in transit travel through this section of the province.

The route between Fort Erie and Niagara Falls and the St. Lawrence River ports also carries a substantial number of foreign vehicles. In 1957 some 39,937 automobiles, or an increase of some 2,100 vehicles over 1956, made the trip north of Lake Ontario travelling in either direction between these two groups of ports of entry and exit. Unlike the traffic crossing southern Ontario, some 66 per cent of this traffic is of the long-term nature remaining in Canada 3 days or more, and thus may be of more importance as a source of travel receipts to the province than the volume would indicate.

A comparison of the number of automobiles travelling in both directions over the six most popular routes appears in Statement 6. This statement shows the number of permit-holding vehicles, exclusive of commuters, summer residents and locals, which followed these routes during the four-month period of June through September for the years 1954-1958. This period covers the principal touring season in which most of the pleasure travel to Canada is concentrated. In 1957 all routes, with the exception of the one between the St. Clair and Detroit River ports and Fort Erie and Niagara Falls, carried a greater number of vehicles through Canada although, in some instances, the percentage of the total volume did not change. Traffic on the three routes involving travel to or from the St. Lawrence

STATEMENT 6. Selected Routes Within Ontario Followed by Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada During the Four Months June-September, 1954-1957

Route	Number of Cars				Percentage of entries via all ports in Ontario			
	1954	1955	1956	1957	1954	1955	1956	1957
					%	%	%	%
Between:								
St. Clair, Detroit River Ports and Fort Erie, Niagara Falls	286, 282	296, 912	280, 556	249, 964	27, 4	28. 0	25. 3	23. 7
Fort Erie, Niagara Falls and St. Lawrence River Ports in Ontario	36, 124	35, 704	33, 529	35, 586	3. 5	3. 4	3. 3	3. 4
St. Lawrence River Ports in Ontario and Province of Quebec	25, 775	25, 630	25, 763	26, 026	2. 5	2. 4	2. 5	2. 5
St. Clair, Detroit River Ports and St. Lawrence River Ports in Ontario	10, 951	10, 679	9, 621	9, 662	1. 0	1. 0	0. 9	0. 9
Sault Ste. Marie and St. Clair, Detroit River Ports	10, 343	11, 940	10, 912	11, 154	1. 0	1. 1	1. 1	1. 1
Sault Ste. Marie and Fort Erie, Niagara Falls	8, 237	9, 255	8, 336	9, 014	0. 8	0. 9	0. 8	0. 8
Total of above	377, 712	390, 120	348, 717	341, 406	36. 2	36. 8	33. 9	32. 4

1. Exclusive of commuters, summer residents and locals.

River ports is still heavy, perhaps due to the increased number of visitors wishing to view the seaway and power developments on the Canadian side of the St. Lawrence River. Travel in Ontario between the western ports of Fort Frances, Pigeon River and Rainy River and ports east of Port Arthur has not developed to any extent. In 1957 some 945 cars remaining in Canada for 3 days or more travelled from the three western Ontario ports to other ports in Ontario. Accordingly 38 per cent of this traffic left Canada through the port of Sault Ste. Marie. Some 835 cars travelled in the opposite direction and of these cars 33 per cent entered at Sault Ste. Marie and returned to the United States mainly through Pigeon River, after staying in Canada for 3 days or more.

The exchange of foreign vehicles between Ontario and Manitoba is for the most part through the three Western Ontario ports of Fort Frances, Pigeon River and Rainy River. Table 2 shows 5,517 cars entering through Ontario ports and leaving through ports in Manitoba. More than 71 per cent of these motorists remained in Canada 3 days or more. Total traffic in the opposite direction was not so heavy and numbered 5,020 vehicles. However, 78 per cent of these motorists remained in Canada for 3 days or more with the result that the exchange of long-term traffic between Manitoba and Ontario was practically equal. Some 98 per cent of the long-term traffic trav-

elling between Ontario and Manitoba entered or departed from Ontario through the three Western Ontario ports mentioned above. Of the 3,845 long-term cars entering through Western Ontario ports and leaving through Manitoba more than 75 per cent entered at Fort Frances. Some 64 per cent of the cars travelling in this direction entered at Fort Frances, Ontario and left Manitoba through the port of Emerson. Some 3,844 long-term cars entered Canada through ports in Manitoba and returned to the United States through ports in Western Ontario; 72 per cent of which entered through Emerson and returned via Fort Frances. On the other hand, more than 82 per cent of the cars travelling in this direction returned to the United States through the port of Fort Frances.

Of the automobiles entering Manitoba on travellers' vehicle permits in 1957, 1,065 returned to the United States through ports in the province of Saskatchewan and 938 through ports in Alberta. More than 84 per cent or 897 vehicles which entered via ports in Manitoba and travelled to Saskatchewan were long-term cars. Some 27 per cent travelled from Emerson to North Portal, 15 per cent from Boissevain to North Portal and more than 12 per cent from Emerson to Regway. Of the 938 vehicles which entered Canada through ports in Manitoba and continued on to Alberta, some 900 vehicles or 97 per cent were long-term. Between 37 and 38 per cent of these long-term vehicles entered Canada at Emerson,

Manitoba and returned to the United States at Carway, Alberta; 23 per cent returned to the United States via Chief Mountain and 16 per cent left through the port of Coutts. Some 8 per cent of the vehicles travelling from Manitoba to Alberta entered at Boissevain, Manitoba and returned to the United States through the port of Carway, Alberta.

Some 1,325 of the cars entering Saskatchewan on travellers' vehicle permits returned to the United States through ports in Manitoba and 1,112 or 5 per cent returned through ports in Alberta. Approximately 93 per cent of the cars travelling from Saskatchewan to Alberta were long-term cars, while 1,121 vehicles travelling from Saskatchewan to Manitoba were

long-term. Nearly 30 per cent of the latter group of cars entered Saskatchewan at North Portal and returned to the United States at Emerson, Manitoba; 28 per cent left via Boissevain and 7 per cent entered at Regway and returned to the United States at Emerson. The most popular route from Saskatchewan to Alberta lay between the ports of North Portal and Carway as some 21 per cent of the cars entering through ports in Saskatchewan and returning through ports in Alberta used this route, while 19 per cent entered at North Portal and returned via Coutts, 11 per cent entered at North Portal and returned to the United States at Chief Mountain, and 8 per cent entered at Regway and returned via Carway, Alberta.

STATEMENT 7. Non-Resident Automobiles Travelling on Customs Permits¹, Percentage of Volume, Classified According to Length of Stay in Canada by Province of Entry, 1957

Province of entry	Length of stay in Canada		
	1 day	2 days	3 days and over
	%	%	%
Maritimes	35.2	14.2	50.6
Quebec	32.9	21.4	45.7
Ontario	39.0	21.2	39.8
Manitoba	29.0	18.0	53.0
Saskatchewan	22.1	15.2	62.7
Alberta	17.4	12.4	70.2
British Columbia and Yukon Territory	25.3	23.1	51.6
Canada	35.3	20.7	44.0

1. Exclusive of commuters, summer residents and locals.

Vehicles entering Canada through ports in Alberta and leaving via ports in Manitoba followed much the same pattern as traffic in the opposite direction, with 1,353 long-term cars travelling from Alberta to Manitoba. Some 37 per cent of this group entered at Carway, Alberta and returned to the United States at Emerson, Manitoba; 19 per cent from Chief Mountain to Emerson, 14 per cent from Coutts to Emerson and 13 per cent entered at Carway returning to the United States at Boissevain. Traffic from Alberta to Saskatchewan consisted of 1,207 vehicles of which 1,099 or 91 per cent were in the long-term category. Nearly 23 per cent of this group travelled from Carway to North Portal, 20 per cent from Coutts to North Portal, 9 per cent from Chief Mountain to North Portal and 6 per cent entered at Coutts and returned to the United States at Regway, Saskatchewan. In addition to the number of cars that return to the United States through ports in Saskatchewan and Manitoba after entering through

ports in Alberta, many return via ports in British Columbia and many are on their way to Alaska. In 1957 nearly 26 per cent of the cars entering Alberta on travellers' vehicle permits returned to the United States via ports in British Columbia. Some 88 per cent of this group of vehicles were in the long-term category. The most popular route appeared to be between Carway and Kingsgate as 35 per cent of the vehicles used this route. Some 17 per cent of the traffic entered at Chief Mountain and returned via Hungtindon, British Columbia, but this represents a five month period as Chief Mountain is closed for seven months of the year. More than 8 per cent of the cars travelled from Coutts to Huntingdon, while 4 per cent entered at Carway and returned via Pacific Highway and 4 per cent travelled from Carway to Roosville, British Columbia. During the year 1957, some 4,436 cars entered Canada through ports in Alberta and entered Alaska via ports in the Yukon Territory. Nearly 76 per cent of this group

entered Canada at Coutts, Alberta and entered Alaska at Snag Creek. Between 18 and 19 per cent of this traffic entered at Carway and proceeded to Alaska via Snag Creek.

Analysis of the traffic from British Columbia to Alberta shows that 9,404 vehicles entered Canada through ports in British Columbia and returned to the United States via ports in Alberta. Between 90 and 91 per cent of this traffic was in the long-term classification. More than 37 per cent of this group entered Canada at Kingsgate and returned to the United States via Carway, Alberta. The remainder of the traffic from British Columbia to Alberta followed a somewhat different pattern than traffic in the opposite direction. Some 9 per cent of the 9,404 vehicles entering via British Columbia and returning via Alberta travelled from Huntingdon to Coutts, 4 per cent from Paterson to Carway and 3 per cent from Pacific Highway to Carway, Alberta. In addition to the cars travelling from British Columbia to Alberta, 5,136 proceeded to Alaska after entering Canada through ports in British Columbia. Around 93 per cent of this traffic remained in Canada for 3 days or longer. Cars staying less than 3 days in Canada represent traffic entering Canada at Pleasant Camp in Northern British Columbia, then proceeding

to Alaska. Between 30 and 31 per cent of the "long-term" British Columbia to Alaska traffic entered at Huntingdon, 22 per cent at Aldergrove, 16 per cent at Pacific Highway and 15 per cent at Osoyoos, all leaving Canada at Snag Creek, Yukon Territory.

Traffic entering Canada through the Yukon Territory and returning to the United States via ports in other provinces is composed largely of vehicles making the return trip from Alaska to other states of the Union. In 1957 some 5,066 cars entered Canada through the Yukon Territory and returned to the United States via ports in British Columbia. This was chiefly long-term traffic although a few short-term vehicles left British Columbia via Pleasant Camp. Practically all the entries to the Yukon Territory were at Snag Creek, with 40 per cent of the exits appearing at Huntingdon, 17 per cent at Osoyoos, 11 per cent at Aldergrove and 10 per cent at Pacific Highway. The return trip from Alaska via ports in Alberta followed much the same pattern as traffic in the opposite direction. Practically all entries were via Snag Creek, Yukon Territory, with exits being distributed as follows: 70 per cent through Coutts and 25 per cent returned via Carway, Alberta.

STATEMENT 8. Minimum Inter-Provincial Travel by Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada During the Four Months June to September, 1954-1957

Province of entry	American Cars leaving Canada by a province other than that of entry				Percentage of all cars leaving province			
	1954	1955	1956	1957	1954	1955	1956	1957
					%	%	%	%
Atlantic Provinces	6,929	7,580	7,127	7,435	6.7	7.2	6.4	6.8
Quebec	36,781	36,483	35,624	34,692	14.1	13.9	13.0	13.5
Ontario	55,965	56,867	54,569	54,069	5.5	5.5	5.4	5.1
Manitoba	5,832	6,685	6,706	7,079	19.8	21.9	21.9	22.6
Saskatchewan	2,236	2,736	2,971	3,176	17.1	22.8	22.6	22.8
Alberta	15,602	16,191	17,803	17,520	48.1	48.7	52.1	44.4
British Columbia and Yukon Territory	11,695	11,739	12,645	12,833	6.8	6.5	6.8	7.1
Canada	135,040	138,281	137,445	136,804	8.3	8.3	8.3	8.1

1. Exclusive of commuters, summer residents and locals.

Statement 8 includes automobiles leaving Canada by a province other than that of entry. There is a very slight decrease in the number of cars leaving Canada by a province other than that of entry. Percentagewise there was a substantial de-

crease in the number of vehicles leaving Alberta after entering through other provinces and a moderate decrease for the province of Ontario, whereas all the other provinces recorded a higher percentage in this respect.

Receipts from United States Travellers by Province of Entry

Although it is impossible to give an accurate breakdown of receipts from American travellers according to the province in which the expenditures are made, estimates based on the province of entry are presented in Statement 9. Data appearing in this statement are not intended to measure accurately expenditures within the province concerned, also no allowance is made for Americans travelling from one province to another after they have entered Canada. Information available on customs permits makes it possible to ascertain the number of such motorists leaving Canada by a province other than that of entry, but there is no way of determining what part of the expenditure was made in the province of entry and what part was made in the province of exit. The

information on province of destination collected from the special survey described elsewhere in this report seems to indicate that the net effects of interprovincial crossings are, perhaps, not too great in the case of some provinces, although of more significance in others. When interprovincial crossings are examined in terms of vehicles rather than percentages the probabilities are that, although some regions may gain a little on the balance of traffic, the discrepancy is not as great as might be expected. Less information is available on the provincial distribution of non-automobile types of transportation although it is apparent that most persons destined to Alberta by rail actually enter Canada through other provinces and are recorded in the latter.

STATEMENT 9. Distribution of United States Travel Expenditures in Canada by Province of Entry, 1953-1957

Province of entry	Percentage of total				
	1953	1954	1955	1956	1957 ²
Atlantic Provinces ¹	8.1	7.9	7.7	7.9	7.5
Quebec	18.6	18.1	17.4	18.3	18.3
Ontario	51.5	50.5	53.6	51.5	50.4
Manitoba	2.5	2.6	2.7	3.0	3.0
Saskatchewan	1.8	1.9	1.5	1.6	1.3
Alberta	2.9	2.8	3.0	2.8	3.7
British Columbia and Yukon Territory	14.6	16.2	14.1	14.9	15.8
Canada	100.0	100.0	100.0	100.0	100.0

1. Entering mainly through ports in New Brunswick.
2. Subject to revision.

Data appearing in Statement 9 are presented in the form of percentages to facilitate an annual comparison. The provinces have remained in much the same order of importance during the past five years. On the basis of province of entry, Ontario has received at least 50 per cent of the receipts each year. In comparison with 1956, Alberta, British Columbia and the Yukon Territory received a higher proportion

of the receipts in 1957; Quebec and Manitoba each retained the same percentage; but the Atlantic Provinces, Ontario and Saskatchewan each received a smaller proportion. A comparison of the average length of stay for automobile traffic covered by customs permits and the average expenditure per car appears in Statement 13 and may be of interest when examining the estimate of provincial receipts.

Receipts from United States Travellers in Canada During 1957, Classified by Length of Stay in Canada

In 1957 a total of 28.6 million residents of the United States entered Canada which represents an increase of 3.4 per cent or close to 1 million visits compared with the previous year. This figure includes the travellers who enter Canada to stay for weeks or months and also many residents of border communities who may enter frequently during the year for visits of short duration. Short-term visits are particularly numerous in the Windsor-Detroit re-

gion and the St. Stephen-Calais area where close social and economic relationships exist. These visits of a short-term nature continue to account for between 84 and 85 per cent of the total volume of traffic entering Canada but low average expenditures diminish their importance as a source of travel receipts. In 1957 they contributed 23 per cent of the total receipts from foreign travellers in Canada, a slightly lower proportion than in 1956.

STATEMENT 10. Expenditures of United States Travellers in Canada by Length of Stay, 1957

Mode of travel	Number of persons	Per cent of grand total	Expenditures	Per cent of grand total
		%	\$	%
Short-term traffic:				
Automobile:				
Non-permit or local traffic	12, 300, 600	42. 98	34, 743, 900	10. 68
Customs permit holders:				
Commuters	10, 200	0. 04	1, 337, 600	0. 41
Locals	22, 600	0. 08	558, 700	0. 17
Repeat trips	3, 211, 300	11. 22	—	—
Other:				
1 day's stay	2, 783, 200	9. 72	7, 604, 500	2. 34
2 days' stay	1, 485, 400	5. 19	10, 655, 400	3. 27
Rail, in transit	343, 600	1. 20	—	—
Bus, in transit	54, 400	0. 19	163, 300	0. 05
Aeroplane, in transit	10, 400	0. 04	31, 100	0. 01
Other travellers (pedestrians, local bus etc.)	3, 946, 100	13. 79	20, 163, 800	6. 20
Total	24, 167, 800	84. 45	75, 258, 300	23. 13
Long-term traffic:				
Automobile:				
Customs permit holders:				
Summer residents	17, 600	0. 06	2, 647, 800	0. 82
Other:				
More than 2 days' stay	3, 085, 600	10. 78	115, 919, 200	35. 63
Rail	376, 100	1. 31	44, 583, 800	13. 71
Bus	320, 800	1. 12	27, 369, 100	8. 41
Aeroplane	342, 300	1. 20	40, 595, 500	12. 48
Boat	309, 200	1. 08	18, 942, 300	5. 82
Total	4, 451, 600	15. 55	250, 057, 700	76. 87
Grand total	28, 619, 400	100. 00	325, 316, 000	100. 00

In Statement 10, visits of two days or less are grouped under one section as "Short-term Traffic" and visits of longer duration are shown as "Long-term Traffic". In 1957 some 4.45 million visits were of 48 hours or more duration, an increase of some 44,000 visits from 1956. Expenditures in this group advanced by 6.2 per cent and represented 77 per cent of the total receipts for the year, a slightly larger proportion than in 1956..

Tables 1 and 1A for the year 1957 show the pattern of American automobile traffic in Canada for vehicles which require travellers' vehicle permits. The method of tabulation makes it possible to examine in considerable detail this type of traffic according to length of visit. In 1957 motorists en-

tering Canada on travellers' vehicle permits contributed 43 per cent of the receipts from residents of the United States travelling in Canada. When compared with similar tables for preceding years, data appearing in Tables 1 and 1A show little change in general behaviour. Statement 11 groups the entrants on travellers' vehicle permits according to length of stay in Canada. The average length of stay for automobiles staying 3-7 days has remained the same for the past five years, while the average length of stay for the group staying 8-14 days dropped from 9.9 days, where it had remained for four previous years, to 9.8 days in 1957. The average length of stay for the group staying 15 days and over remained unchanged in 1957 when compared with 1956.

STATEMENT 11. Average Visit of Non-Resident Motorists Travelling in Canada on Customs Permits¹ Classified as a Per Cent of Total Entries, 1955-1957

Length of stay (Days)	Average length of stay			Per cent of total entries		
	1955	1956	1957	1955	1956	1957
				%	%	%
1	1. 0	1. 0	1. 0	35. 5	35. 3	35. 4
2	2. 0	2. 0	2. 0	21. 4	20. 9	20. 7
3-7	4. 3	4. 3	4. 3	29. 9	30. 1	30. 0
8-14	9. 9	9. 9	9. 8	9. 0	9. 3	9. 3
15 and over	50. 8	50. 7	50. 7	4. 2	4. 4	4. 6
Total	5. 08	5. 22	5. 30	100. 0	100. 0	100. 0

1. Exclusive of commuters, summer residents and locals.

The trend towards a higher proportion of traffic in the groups staying 15 days and over and 8-14 days continued in 1957. The percentage of one-day traffic was practically unchanged in 1957, whereas the groups staying two days, and from 3-7 days were smaller percentages of the total entries in 1957. The higher proportion of traffic appearing in the long-term groups had the effect of extending the average length of stay to 5.30 days as compared with 5.22 days in 1956. This increase in the length of visit is between 1 and 2 per cent and makes the average length of stay the highest it has been since 1947. An examination of the average length of visit during the past 11 years (excluding special groups such as summer residents, commuters, etc.) reveals the following:

Year	Average length of visit in days
1947	5.39
1948	5.28
1949	4.99
1950	4.80
1951	4.51
1952	4.62
1953	4.58
1954	4.69
1955	5.08
1956	5.22
1957	5.30

Statement 12 indicates the relative importance of each group from an expenditure viewpoint. As in 1956 the group staying in Canada from 3-7 days accounted for 41 per cent of the expenditures from residents of other countries travelling on customs permits. Next in order of importance was the group staying 8-14 days which contributed between 25 and 26 per cent of the receipts from motorists recorded in Tables 1 and 1A. The last group, namely those staying 15 days and over, contributed 20 per cent of the receipts but only 5 per cent of the volume, in comparison with the group staying only one day which contributed nearly 6 per cent of the receipts but made up 35 per cent of the volume. Motorists staying in Canada 2 days contributed nearly 8 per cent of the receipts but made up 21 per cent of the volume. Statement 12 also records the average expenditure per car per day for each day-group. All groups, with the exception of visitors staying in Canada one day, recorded an average expenditure per car per day lower than in 1956. The group staying one day increased their average expenditure per car per day by nearly 6 per cent while the groups staying 2 days, and 3-7 days, decreased their average expenditure nearly 1 per cent; the 8-14 day group slightly more than 1 per cent and the 15 day and over group more than 2 per cent. The decreased average expenditure per car per day in all the day-groups, except the one day, lowered the Canada average by between 1 and 2 per cent to \$10.21, the lowest figure in five years.

STATEMENT 12. Average Expenditures of Non-Resident Motorists Travelling in Canada on Customs Permits¹ Classified by Length of Visit, 1955-1957

Length of stay (Days)	Per cent of total expenditures			Average expenditure per car per day			Per cent change in average exp. per car per day in 1957
	1955	1956	1957	1955	1956	1957	
	%	%	%	\$	\$	\$	%
1	5.0	5.3	5.6	7.43	8.10	8.55	+ 5.6
2	7.8	7.9	7.7	9.66	10.24	10.16	-0.8
3- 7	41.4	41.4	41.3	17.10	17.40	17.26	-0.8
8- 14	25.7	25.6	25.5	15.31	15.12	14.94	-1.2
15 and over	20.1	19.8	19.9	4.99	4.76	4.65	-2.3
Total	100.0	100.0	100.0	10.41	10.37	10.21	-1.5

1. Exclusive of commuters, summer residents and locals.

Statement 13 shows a comparison of the length of stay and average expenditure per car per day by province of exit for the past three years. Cars leaving Canada through ports in Saskatchewan spend more time in Canada than cars leaving through other provinces but their average expenditure per car per day is lower than in most of the other provinces. Cars leaving Canada through ports in the province of Quebec averaged the shortest visits in 1956 and

in 1957 but their expenditures per car per day were higher than in Ontario, the Atlantic provinces and Saskatchewan. In Alberta both the average length of stay and average expenditure per car per day are much higher than the Canada average. The highest average expenditure per car per day continues to occur in British Columbia, where the average length of stay is 5 days and is similar to the average for Canada.

STATEMENT 13. Average Expenditures of Non-Resident Motorists Travelling in Canada on Customs Permits¹ Classified by Province of Exit, 1955-1957

Province of exit	Length of stay (Days)			Average expenditure per car per day		
	1955	1956	1957	1955	1956	1957
				\$	\$	\$
Atlantic Provinces	9.1	10.3	9.7	8.59	8.73	8.39
Quebec	4.7	4.5	4.4	12.06	12.15	12.33
Ontario	4.6	4.8	4.9	9.33	9.00	8.82
Manitoba	6.6	6.9	7.3	10.34	10.56	10.47
Saskatchewan	11.0	10.8	9.9	9.07	9.02	9.57
Alberta	8.5	8.2	7.6	13.56	12.98	14.12
British Columbia and Yukon Territory	4.9	5.0	5.1	15.62	15.60	14.99
Canada	5.1	5.2	5.3	10.41	10.37	10.21

1. Exclusive of commuters, summer residents and locals.

Special Survey of Non-Resident Travel Behaviour in Canada

The survey which was initiated in 1955 as an experiment to determine some of the characteristics of foreign travel in Canada and extended in 1956 to give a proper geographical distribution, was further expanded in 1957 to determine seasonal patterns. This survey supplements information already collected from the triplicate copies of all travellers' vehicle permits issued by the customs officers at ports of entry into Canada from the United States. The triplicate copies are surrendered as the motorists leave Canada on their return to the United States; the visit is complete with the length of stay correctly recorded by the port of entry and port of exit and the question on expenditures in Canada answered while it is fresh in the mind of the motorist. In 1957 some 128,000 questionnaires were mailed to residents of the United States who had visited Canada during the year. In addition to the provincial distribution which was made on the basis of the number of travellers' vehicle permits issued by each province, a seasonal distribution was attempted by selecting names of persons who completed their visit in the mid-month of each quarter of the year. The seasonal distribution was also made on the basis of the number of permits issued by each province in each quarter of the year. The geographical distribution was maintained by selecting ports of exit on well-established routes between the two countries, according to the volume of traffic. The selection was restricted to automobile traffic entering Canada on travellers' vehicle permits which is the most important group when receipts are analyzed according to type of transportation. Motorists entering Canada on travellers' vehicle permits contributed nearly 43 per cent of the receipts from residents of the United States during 1957, but 87 per cent of this amount was contributed by the group staying for 3 days or over. The selection of names was made with the idea of soliciting most of the response from

the long-term traffic as it is a most important source of receipts. The questionnaire asked for information on the purpose of visit, accommodation used in Canada, a breakdown of expenditure for various purposes and total expenditures in Canada, the length of visit at destination and en route through Canada, the approximate mileage in Canada, if their impressions were favourable or unfavourable and whether it was their first visit to Canada.

Altogether, nearly 40,000 questionnaires were completed and returned, representing a response of about 31 per cent. On a quantity basis the response varied between 26.5 per cent in the second quarter to 34.6 per cent in the first quarter, with the third quarter being higher than the yearly response and the fourth quarter somewhat lower. Approximately 89 per cent of the replies were from Americans who had spent 3 days or longer in Canada, but consideration should be given to the fact that the returns from the questionnaires did not show precisely the same pattern in length of stay as the travellers' vehicle permits. On this account, some reservations must be attached to the results of the special survey, particularly as regards its representation of all traffic entering Canada on travellers' vehicle permits.

An examination of the two sources of information reveals different patterns in the length of stay. A direct comparison of the travellers' vehicle permits surrendered during the months in which the questionnaires were mailed for the survey discloses an undercoverage in some classifications and excessive coverage in others. After deducting the one and two-day groups from the travellers' vehicle permits, over 25 per cent of the long-term group did not remain in Canada longer than 3 days and 16 per cent of this group stayed for 4 days. A similar breakdown of the questionnaires from the survey shows between

15 and 16 per cent staying for 3 days, and less than 14 per cent remaining 4 days in Canada. In the next three groupings by length of stay there is an excessive coverage from the "mail" questionnaire in the 5 day, 6 day and 7 day groups. Table 1 reveals that cars staying 5 to 7 days inclusive have higher average expenditures per car per day than cars staying 3 or 4 days. From this examination it is apparent that the "mail" questionnaire, or any other mail questionnaire that would be biased in this manner, should not be used as the source of information for estimates on receipts from foreign travel in Canada. The accuracy on the length of stay which is compiled from the travellers' vehicle permits cannot be questioned, as the date of entry and date of exit are stamped on each permit by customs officers when the automobile enters and leaves Canada. In the 8 day group there is also an undercoverage in the "mail" questionnaire and again the average expenditure per car per day is lower than in the 7 day class where the survey has excessive coverage. Response from the 9 day group is weighted reasonably accurate but is excessive in the 10 day group where average expenditures per visit are substantially higher than in the 9 day group as revealed in Table 1. Other categories showing excessive coverage are the 14 day and 21 day groups. It is possible there may be a tendency for the respondents to think in terms of a week or two weeks away from home, or the other alternative of a long weekend plus a week's vacation, but part of this time may be spent travelling in the United States whereas the customs' date stamp of entry and departure gives the true length of stay within Canada. Examination of the information from the special survey indicates that it may be of more use to determine the purpose of trip, accommodation

used, mileage, destination, etc., rather than as a basis for estimates on expenditures in Canada. As already mentioned, the survey is not properly weighted according to length of stay and estimates of expenditures prepared from a basis of this nature could be very unreliable.

Some 15 per cent of the respondents reported their first trip to Canada in 1957 compared with 17 per cent in 1956 and 14 per cent in 1955. Following a trend somewhat similar to that of the previous year some 23 per cent of the respondents who entered Canada through ports in Alberta reported their first visit to Canada, and 18 per cent of the motorists entering through ports in Quebec also reported a first visit. Nova Scotia and New Brunswick, on the other hand, show 10 per cent and 9 per cent, respectively, of their visitors arriving for the first time. On a quarterly basis a higher percentage of the respondents visited Canada for the first time in the third quarter, when 18 per cent reported their first visit to Canada. In the fourth quarter only 9 per cent reported their first visit to Canada whereas corresponding data for the first and second quarters were 10 per cent and 12 per cent, respectively. When the first and repeat visits were tabulated according to purpose of trip, some 20 per cent of the questionnaires reporting recreation as the purpose also reported their first visit to Canada. The lowest percentage of "first visits" was reported by persons visiting friends or relatives with only 7 per cent being recorded in this category. First visits to Canada were reported by 8 per cent of the shoppers, 9 per cent of the respondents on business, 14 per cent by persons giving educational reasons and 20 per cent in the residual category of "Other" reasons.

STATEMENT 14. Purpose of Visit¹ Reported by American Motorists Visiting Canada, by Province of Entry, Special Survey 1957

Province of entry	Percentage of questionnaires reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	%	%	%	%	%	%
Nova Scotia.....	1.6	0.2	0.8	72.5	24.7	0.2
New Brunswick.....	3.3	0.3	1.6	57.0	37.4	0.4
Quebec.....	6.5	0.8	1.6	58.5	31.9	0.7
Ontario.....	6.4	0.4	1.4	67.4	23.9	0.5
Manitoba.....	9.3	0.2	2.7	47.7	38.8	1.3
Saskatchewan.....	12.9	0.2	1.2	39.2	43.1	3.4
Alberta.....	8.3	0.2	1.2	70.1	16.9	3.3
British Columbia.....	12.3	0.7	2.7	58.3	24.4	1.6
Yukon Territory.....	14.2	0.4	0.4	18.6	3.5	62.9
Canada.....	7.3	0.5	1.6	63.5	26.1	1.0

1. All questionnaires reporting purpose of trip and 3 days or more in Canada.

Tabulation of the purpose of visit to Canada revealed that 82 per cent of the questionnaires reported one purpose of visit and 18 per cent reported two or more purposes. If the questionnaires reporting more than one purpose are properly weighted according to the purposes recorded and added to the one

purpose group, we find that between 63 and 64 per cent of the visits lasting for 3 days or longer were for purposes of recreation as compared with nearly 82 per cent in 1956. As it will be recalled the 1956 mailing list was taken from permits surrendered during the months of July and August when a high per-

**STATEMENT 15. Purpose of Visit¹ Reported by American Motorists Visiting Canada,
Compiled Quarterly, Special Survey 1957**

	Percentage of questionnaires reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	%	%	%	%	%	%
First quarter	15.5	1.3	2.3	41.9	37.3	1.7
Second quarter	16.0	1.7	1.7	47.1	32.0	1.5
Third quarter	2.8	0.1	1.3	74.5	20.8	0.5
Fourth quarter	12.2	0.1	2.5	44.6	37.9	2.7
Year	7.3	0.5	1.6	63.5	26.1	1.0

1. All questionnaires reporting purpose of trip and 3 days or more in Canada.

centage of persons were on annual vacations. The previous survey did not make provision for seasonal patterns that may exist. In 1957 a seasonal distribution was attempted and the purpose of visit varied considerably according to the quarter of the year in which the trip was taken. Recreation attracted some 75 per cent of the visitors to Canada in the third quarter but a much smaller proportion came for recreation in the other quarters of the year. In the first quarter some 42 per cent reported recreation, 47 per cent in the second quarter and 45 per cent in the fourth quarter. On an annual basis visits to friends or relatives were responsible for the second largest group, namely 26 per cent but, again, the proportion varied according to the time of year. In the third quarter visits to friends or relatives accounted for some 21 per cent of the questionnaires reporting purpose of visit, being somewhat similar to the 1956 survey but the proportion in this category was much higher in the other quarters. In the first quarter of the year some 37 per cent of the trips to Canada were for the purpose of visiting friends or relatives, followed by 32 per cent in the second quarter and 38 per cent in the last quarter. Business trips were responsible for about 7 per cent of our visitors during 1957 although the importance again varies according to the season of the year. In the third quarter about 3 per cent of the visits were for business which is comparable to the previous survey. Business trips accounted for about 16 per cent of the visits to Canada in the first six months and 12 per cent in the last three months of 1957. Education, shopping and other reasons not specified account for about 3 per cent of the visits to Canada and consequently are not so important in attracting visitors to Canada. The seasonal variations in purpose of visit are illustrated in Statement 15 and the purpose of visit to the various provinces is listed in Statement 14. On a provincial basis between 72 and 73 per cent of the visits to Nova Scotia were for the purpose of recreation and 70 per cent of the visits to Alberta were for the same reason. Comparable to the previous survey Saskatchewan had a higher proportion of visits to friends or relatives than any of the other prov-

inces although Manitoba and New Brunswick also had a high percentage of visits within the same category. With the exception of the Yukon Territory, the province of Saskatchewan also had the highest percentage of business trips, followed closely by British Columbia, Manitoba and Alberta. The proportion of business trips to Central and Eastern Canada was lower than in the Western Provinces.

The breakdown between adults and children revealed a slightly higher percentage of adults. In 1957 some 77 per cent of the persons covered by the questionnaires were adults and 23 per cent were children as compared with 74 per cent and 26 per cent, respectively, in 1956. On a quarterly basis there was a much higher proportion of children in the third quarter than at other seasons of the year. In the third quarter some 27 per cent of the persons were children and 73 per cent were adults, indicating many family vacations at that period of the year. In the first quarter the ratio was 80 per cent adults and 20 per cent children as compared with 88 per cent and 12 per cent in the second quarter and 83 per cent and 17 per cent in the fourth quarter. On a provincial basis, excluding the Yukon Territory, the proportion of children was highest in Manitoba. Questionnaires showing Nova Scotia as the province of entry had the highest percentage of adults, followed by New Brunswick and Quebec. The breakdown between adults and children according to purpose of trip shows that questionnaires reporting business had the lowest percentage of children. Although children appeared on questionnaires reporting business it is evident that the purpose of trip may have been business for the head of the household and the other members of the family merely accompanied the husband or father for the trip. The highest percentage of children appeared on questionnaires in the "Other" category, although visits to friends or relatives and trips for recreation also had a high percentage of children reported.

As already mentioned, there was an under-coverage in the response from the survey in some of the length of stay classifications and too high a

proportion in other groups. In the survey, the 3 and 4 day groups accounted for some 29 per cent of the cars staying 3 or more days in Canada, whereas the correct proportion of this group, according to the length of stay compiled from travellers' vehicle permits, amounted to 41 per cent of the total for 3 days and over. On the other hand, in the survey the group staying 5 to 7 days inclusive accounted for nearly 30 per cent of the total, whereas the travellers' vehicle permits with 5 to 7 days stay accounted for 25 per cent of the long-term traffic. Table 1 reveals that cars staying 5 to 7 days spend more per day than cars staying 3 to 4 days. The over-weighting in groups with higher expenditures and under-weighting in groups with lower expenditures both per car and per day makes the "mail" questionnaire an unreliable basis for estimates of receipts from travel in Canada, but it is likely to be much more reliable for other data. The length of visit as compiled from the questionnaires shows 8.6 days at destination and 3.4 days travelling to and from destination, or a total of 12 days in Canada which compares very closely to the average of 12.2 days in the 1956 survey. If the one and two-day cars are deducted from Table 1 we find that the average length of stay for the remainder amounted to 10.3 days. The length of stay varied considerably according to the purpose of visit. Persons on business reported between 12 and 13 days at destination with an additional 3 days en route; persons on recreation reported 8 days at destination and 3.6 days en route; persons visiting friends or relatives spent 7.1 days at destination and 2.5 days en route. Persons in Canada for their education remained longer than all other groups while visits stated to be for the purpose of shopping had the shortest stay, namely 3.5 days. The average for the aggregate of all groups was close to the average for recreation, a substantially high percentage of the total. The average length of stay according to purpose of visit for each quarter follows much the same trend. The aggregate for all types reached a peak in the fourth quarter with 14.7 days at destination and 3.4 days en route, whereas the shortest stay was reported in the second quarter with 6.9 days at destination and 2.8 days en route. The average length of stay reported in the first quarter was 8.7 days at destination and 2.8 days en route, while the respondents of the third quarter reported 7.8 days at destination and 3.7 days en route. The high proportion of recreation travel in the third quarter is reflected in the additional time spent en route during this quarter. On a provincial basis the average length of stay at destination was highest in Newfoundland where the average amounted to 24 days, in addition to 11 days travelling to and from destination. Visits to Newfoundland were much longer in the last half of the year. Questionnaires showing destinations in Nova Scotia also reported extended visits as compared with some of the other provinces. The average length of stay for the year amounted to nearly 14 days with longer visits being reported in the first and last quarters than in the second and third. Motorists destined to Nova Scotia spent 5.8 days en route in addition to the time spent at destination. Motorists entering via ports in Nova Scotia averaged 4.7 days travelling to and from

destination, whereas motorists entering via ports in other provinces spent 6.3 days en route to and from destinations in Nova Scotia. Questionnaires showing destinations in Saskatchewan averaged 12.4 days at their destinations and 4.3 days travelling, although motorists who entered Canada via ports in other provinces spent 13.7 days at destinations in Saskatchewan as compared with 11.8 days for entries via ports within the province. The questionnaires showing destinations in Prince Edward Island, New Brunswick, Ontario and Manitoba all averaged between 9 and 10 days at destination. In addition to the period at destination the time spent en route amounted to 5.6 days to Prince Edward Island, 3.5 days to New Brunswick, 3.4 days to Manitoba and 2.5 days to Ontario. The length of stay at destinations in other provinces amounted to 7.9 days in Alberta, 6.8 days in British Columbia and 6.4 days in Quebec. In practically all cases the length of time spent in travelling is extended when motorists enter Canada via a province other than the province of destination. The average length of time spent in travelling to and from destination was lowest in Ontario and highest in Newfoundland and the Yukon Territory. The time spent in Canada amounted to approximately two-thirds of the specified vacation and the remainder presumably was spent in the United States. About one-half of the vacation time was spent at the destination in Canada with the other half being spent en route and at other places.

In analyzing the types of accommodation used in Canada it must be kept in mind that the survey covered automobile traffic entering Canada on travellers' vehicle permits; non-automobile traffic was not included. In 1957 the motel or motor court proved to be the most popular type of accommodation for the automobile traveller, confirming the results of the previous surveys in 1955 and 1956. In 1957 some 30 per cent of the questionnaires reporting visits of 3 days or over checked motels as the accommodation used, similar to the percentage reporting motels in 1956. In the recent survey between 23 and 24 per cent stated they stayed with friends or relatives as compared with 20 per cent using this type of accommodation in 1956. Although 26 per cent of the respondents reported visits to friends or relatives as the purpose of trip, it is apparent that a small number may have found it necessary to obtain accommodation outside the homes of their friends or relatives. Although the returns from this group are somewhat different from the results of the previous survey, it must be kept in mind that in the 1957 survey there was a seasonal distribution of the mailing list which did not occur in 1956. Between 20 and 21 per cent from the last survey stayed in hotels as compared with 19 per cent in 1956, whereas the percentage who camped out or stayed in cottages was less. Some 14 per cent reported cottages for accommodation as compared with 18 per cent in 1956 but, again, the seasonal coverage may have been a factor influencing this percentage. As in 1956 about the same proportion used trailer coaches or other types of accommodation not already specified.

STATEMENT 16. Accommodation Used by Motorists from the United States While Travelling in Canada¹ Compiled Quarterly, Special Survey 1957

	Hotel or resort	Motor court or motel	Tourist home	Vacation cottage	Camp out	Trailer coach	Visiting friends or relatives	Other
	%	%	%	%	%	%	%	%
First quarter	31.3	23.1	2.8	7.7	2	2	33.2	1.9
Second quarter	25.4	25.9	2.2	11.9	3.9	0.5	27.8	2.4
Third quarter	18.3	32.9	4.8	15.2	6.4	1.4	19.3	1.7
Fourth quarter	20.0	22.4	3.3	12.7	3.9	0.9	33.4	3.4
Year	20.6	29.8	4.1	13.8	5.2	1.1	23.4	2.0

1. Automobile visits of 3 days or over in Canada.
2. Less than 0.1 per cent.

Considerable variation appeared in the type of accommodation reported according to the time of year in which the trip occurred and to illustrate this variation Statement 16 has been compiled. This statement illustrates that a higher proportion of our visitors stay in hotels during the winter months than at other periods of the year. This proportion declines somewhat in the second quarter reaching a minimum in the third quarter but during the fourth quarter a partial recovery in popularity is apparent. The popularity of the motel follows almost the opposite pattern according to the season of the year. In providing accommodation for our visitors motels are at their minimum of importance during the first and last quarters of the year, becoming more popular in the second quarter, and reaching a maximum in the third quarter when 33 per cent of the respondents stayed in motels as compared with an average of 30 per cent for the year. Unlike the seasonal trend for accommodation in motels, a higher proportion of visitors depend on friends or relatives for their accommodation in the first and fourth quarters than at other seasons of the year. This proportion tapers off somewhat in the second quarter reaching the minimum in the third quarter when other types like the tourist home, vacation cottage or camping out reach their peak. It is evident that the season of the year has a direct influence on the number of our visitors using cottages for accommodation.

Another factor apparently influencing the type of accommodation used in Canada was the purpose of visit. More persons travelling in Canada on business used hotels than all other types of accommodation combined. Comparable to the previous survey some 55 per cent of the respondents on business stayed in hotels but the seasonal trend described in the previous paragraph was also evident with persons on business, the third quarter showing a lower percentage than any of the other quarters. About 30 per cent of our business visitors used motels for their accommodation and the remaining 15 per cent used other types.

The most important group of visitors, namely persons on recreation, were more diversified in their choice of accommodation. Between 36 and 37 per cent of this group stayed in motels, 23 per cent in hotels, and 21 per cent in cottages. About 8 per cent of this group camped out, 5 per cent stayed in tourist homes and the remainder visited friends or relatives, stayed in trailers or used other types of accommodation. Most of the non-residents travelling in Canada on visits to friends or relatives obtained accommodation in their homes, about 12 per cent stayed in motels, 7 per cent in hotels and a few used the remaining types of accommodation already specified. No doubt, there were some instances where friends or relatives would not be in a position to provide accommodation for their visitors at destination and, in addition to that factor, accommodation would be required en route. About 51 per cent of the persons giving shopping as the purpose of trip stayed in motels and 34 per cent in hotels, although they were a minor group as regards volume of visitors.

When the type of accommodation is examined according to province of entry different patterns are revealed. The motel or motor court appeared to be the most popular type of accommodation in all provinces, although it should be pointed out again that the survey covered automobile traffic only. It is probable that a survey covering non-automobile traffic would show a much lower percentage of persons using this type of accommodation. In the 1957 survey some 30 per cent of the questionnaires reporting accommodation stayed in motels or motor courts. The proportion according to province of entry varied from 58 per cent in the Yukon Territory and 43 per cent in Alberta to 23 per cent in Saskatchewan. According to the survey some 35 per cent of the visitors to Nova Scotia and 36 per cent to Alberta also reported accommodation in motels. Hotels or resorts in the province of Quebec provided accommodation for a higher percentage of motorists entering on travellers' vehicle permits than in any other province. Moreover, hotels or resorts accommodated 27 per

**STATEMENT 17. Accommodation Used by Motorists from the United States While Travelling in Canada¹
by Province of Entry, Special Survey 1957**

Province of entry	Hotel or resort	Motor court or motel	Tourist home	Vacation cottage	Camp out	Trailer coach	Visiting friends or relatives	Other
	%	%	%	%	%	%	%	%
Nova Scotia	19.8	34.8	10.2	8.1	3.0	0.2	22.0	1.9
New Brunswick	12.7	30.3	7.9	7.5	4.9	0.7	32.3	3.7
Quebec	27.4	31.1	7.4	3.3	1.9	0.2	26.5	2.2
Ontario	18.6	26.6	3.5	21.7	4.6	0.7	22.5	1.8
Manitoba	21.6	27.2	1.2	7.9	5.9	0.8	33.4	2.0
Saskatchewan	18.3	23.0	1.9	9.9	6.5	2.3	35.3	2.8
Alberta	18.8	42.9	4.1	3.3	12.4	3.5	13.5	1.5
British Columbia	25.1	36.0	1.2	3.1	8.9	2.9	20.8	2.0
Yukon Territory	21.7	58.5	0.7	0.7	15.0	—	2.7	0.7
Canada	20.6	29.8	4.1	13.8	5.2	1.1	23.4	2.0

1. Visits of 3 days or over in Canada.

cent of the respondents entering through the province of Quebec as compared with 24 per cent in 1956. Although the proportion in 1957 is somewhat higher, again the seasonal weighting is evident as a higher proportion stay in hotels during the first six months of the year than at other times. A smaller proportion of the visitors to New Brunswick reported hotel accommodation than in any of the other provinces. Although the proportion is somewhat lower than in 1956 a higher percentage of the respondents entering through Nova Scotia stayed in tourist homes than in any other province. Tourist homes also provided from 7 to 8 per cent of the accommodation for persons entering via Quebec and New Brunswick but, with the exception of Alberta, they were relatively unimportant in the Western Provinces. Cottages proved more popular in Ontario than any other province with 22 per cent of the respondents staying in vacation cottages, whereas in Saskatchewan some 10 per cent used this type of accommodation. In all other provinces less than 10 per cent of the respondents used this type of accommodation. With the exception of the Yukon Territory, more persons camp out in Alberta and British Columbia than in any other province. In 1957 some 12 per cent camped out in Alberta and 9 per cent in British Columbia as compared with 16 per cent and 12 per cent, respectively, in 1956. However, the proportion is somewhat lower when the sample is weighted for seasonal trends. The trailer coach follows a similar pattern being more popular in Alberta, British Columbia and Saskatchewan, respectively, than in other provinces.

On a provincial comparison there appears to be more variation in the proportion of respondents staying with friends or relatives than for other types of accommodation. In Saskatchewan over 35 per cent of the visitors stayed with friends or relatives as compared with 33 per cent in Manitoba and 32 per cent in New Brunswick. The same provinces experienced a similar pattern in 1956, although the

percentages varied somewhat. Relatively few of the entries via Alberta stayed with friends or relatives while in Canada. The type of accommodation used, however, may be influenced to a degree by the type available in certain areas. As an example, the motel or motor court has, no doubt, developed more rapidly in some provinces than others and, being more readily available, may have encouraged more people to use this accommodation.

The approximate number of miles travelled in Canada was tabulated from the questionnaires received in the special survey. Americans reporting 2 days stay in Canada during 1957 travelled approximately 237 miles per trip. The average mileage reported in the first quarter was 176 miles per trip; this increased somewhat in the second quarter and reached a maximum of 283 miles per trip in the third quarter. Respondents staying 3 days or more in Canada reported travelling 697 miles per visit as compared with 785 miles in 1956. The 1956 data, however, represent third quarter travel since the questionnaires were sent out in July and August. During the third quarter of 1957 the average trip consisted of 778 miles in Canada, a slight decrease from the average in 1956.

Tabulation of the mileage in Canada according to purpose of trip reveals that persons reporting "Other" reasons for Canadian travel covered approximately 1,761 miles. A substantial number of these people were in transit to or from the United States and Alaska. Americans entering Canada for the purpose of shopping reported trips of only 318 miles and those coming to visit friends or relatives travelled some 490 miles. These people apparently travelled direct to their destination by the shortest route possible. Respondents coming to Canada on business travelled 661 miles, and persons on recreation some 725 miles in the year 1957.

A comparison of the mileage travelled in Canada according to destination by province of entry shows that for the year 1957, respondents who reported destinations within the province of entry travelled 537 miles, while respondents entering by one province but proceeding to destinations in another province travelled 1,442 miles. Motorists destined to British Columbia reported the shortest trips of all provinces, namely some 455 miles. Motorists entering via ports within the province averaged some 362 miles but, on the other hand, those entering through other provinces averaged some 2,112 miles to reach their destinations. On the whole, trips in Ontario averaged 578 miles. However, persons who entered through ports in the province covered 562 miles, whereas entrants from other provinces averaged 1,045 miles per trip. Travellers in transit to or from Alaska reported the longest trips, some 3,210 miles, although visitors to the province of Newfoundland travelled 2,955 miles. Visitors to Prince Edward Island averaged 1,422 miles per trip in Canada,

whereas visits to the province of Nova Scotia averaged 1,372 miles per trip. Respondents entering Nova Scotia via the ferry at Yarmouth travelled 899 miles in Canada, on the other hand, respondents proceeding to Nova Scotia from other provinces covered some 1,618 miles. Americans giving destinations in Alberta reported trips averaging 1,189 miles. Those who entered Canada through ports in the province travelled 990 miles, the longest trip involved when the destination was within the province of entry. Visitors entering via ports in other provinces travelled 1,434 miles to reach their destinations in Alberta. Respondents giving destinations in the provinces of New Brunswick and Quebec reported approximately the same number of miles per trip as the average for Canada (697 miles). At the same time, the mileage reported by the respondents going to Manitoba and Saskatchewan was somewhat higher than the average for Canada. The above comparisons apply to visitors staying 3 days or longer in Canada.

STATEMENT 18. Average Mileage in Canada¹ as Reported by Motorists from the United States, by Destination and Province of Entry, Special Survey 1957.

Province of destination	Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Newfoundland	Newfoundland	—	—	—	—	—
	Other Provinces	2,500.0	2,200.0	3,026.5	3,050.7	2,955.3
	Canada	2,500.0	2,200.0	3,026.5	3,050.7	2,955.3
Prince Edward Island	Prince Edward Island	—	—	—	—	—
	Other Provinces	1,564.2	2,069.1	1,422.0	1,160.7	1,421.5
	Canada	1,564.2	2,069.1	1,422.0	1,160.7	1,421.5
Nova Scotia	Nova Scotia	650.0	608.6	1,009.3	615.8	899.1
	Other Provinces	1,360.0	1,414.7	1,658.0	1,557.2	1,618.0
	Canada	1,064.1	1,088.2	1,440.3	1,241.9	1,371.7
New Brunswick	New Brunswick	365.4	381.0	674.5	433.3	547.6
	Other Provinces	1,750.0	446.4	1,527.6	2,320.5	1,559.5
	Canada	438.3	384.2	848.6	518.0	684.1
Quebec	Quebec	311.8	390.7	570.4	354.2	471.1
	Other Provinces	981.4	936.2	1,143.9	1,001.0	1,115.3
	Canada	483.7	413.4	841.8	524.5	709.2
Ontario	Ontario	540.6	476.8	597.3	532.6	562.2
	Other Provinces	1,070.5	949.3	1,079.2	1,000.3	1,045.3
	Canada	554.6	490.7	613.6	549.7	578.0
Manitoba	Manitoba	395.9	359.8	553.9	537.6	489.9
	Other Provinces	1,500.4	1,728.0	1,153.8	2,243.7	1,344.8
	Canada	616.8	584.3	773.3	901.8	738.3
Saskatchewan	Saskatchewan	1,047.4	798.4	881.6	599.2	839.3
	Other Provinces	1,304.2	1,729.6	1,629.9	1,415.7	1,570.8
	Canada	1,206.8	1,100.4	1,109.3	940.7	1,092.0
Alberta	Alberta	719.9	903.0	1,024.8	897.1	990.5
	Other Provinces	1,184.1	1,347.7	1,518.8	1,159.0	1,434.4
	Canada	961.3	1,091.5	1,235.1	1,050.1	1,189.3
British Columbia	British Columbia	251.1	316.9	406.8	351.1	362.0
	Other Provinces	1,452.8	1,764.8	2,028.3	3,798.4	2,112.1
	Canada	273.8	338.3	536.6	454.8	454.9
Alaska (in transit to or from)		2,480.4	2,559.9	3,758.1	2,552.8	3,209.8
Canada ²		531.0	511.2	777.9	644.9	697.0

1. Questionnaires reporting 3 days or more in Canada.
2. Includes vehicles destined to Yukon Territory.

Seasonal differences were noted in the number of miles travelled per visit. During the first quarter of 1957 Americans visiting Canada averaged approximately 531 miles per trip. Persons who reported destinations within the province of entry travelled 416 miles, whereas visitors entering via ports in other provinces travelled 1,228 miles. In the second quarter an average of 511 miles per trip was reported. Respondents entering Canada through ports in one province and proceeding to another covered some 1,500 miles, while trips within the province consisted of 443 miles. As would be expected, visits during the third quarter involved more travelling in Canada. The average trip in the period from July to September inclusive covered 778 miles in Canada. Americans en route to destinations in provinces other than that of entry travelled 1,453 miles, somewhat lower than in the second quarter, nevertheless more than the average for the year, 1,442 miles. Respondents travelling to destinations within the province of entry travelled an average of 597 miles. Fourth quarter trips involved some 648 miles, an average less than the previous quarter but approximately 100 miles longer than trips taken in the first half of the year.

Expenditures, as reported by persons staying 3 days or longer in Canada, showed considerable variation according to purpose of trip. Unlike the previous survey, persons reporting education as the purpose of visit also reported higher expenditures per visit than any of the other categories. This would indicate that a higher percentage of this group may have been persons receiving technical or university training rather than specifying education in the broad sense of the word. Persons on business also reported high expenditures, followed by persons travelling for recreation. Persons visiting friends or relatives reported the lowest expenditure per trip, probably on account of a smaller outlay for accommodation. On a quarterly basis the aggregate according to purpose of visit was highest in the last quarter, lowest in the second quarter with little change in the first and third quarters.

Respondents were also asked to give the approximate breakdown of expenditure on the following items: transportation, food and beverages, lodging, handicrafts and souvenirs, other merchandise and a sixth item to include expenditure not already specified. Final tabulation of the forms giving a breakdown on expenditures showed that between 31 and 32 per cent of each dollar went for food and beverages which is practically the same as the two previous surveys. Over 23 per cent of each dollar went for lodging and 16 per cent for transportation costs, virtually unchanged from the previous survey. Some 7 per cent of the travel dollar went for handicrafts and souvenirs in 1957 as compared with 8 per cent in 1956 and 7 per cent in 1955. The same proportion of the travel dollar went for other merchandise in each of the surveys, namely 12 per cent. About 10 per cent of the expenses were not specified in 1957 as compared with 9 per cent in 1956. It is interesting

to note that the breakdown of the travel dollar, as reported by respondents during the past three years, has been practically unchanged.

The breakdown of expenditures was influenced to some extent by purpose of visit. Persons on business spent a higher proportion on lodging, food and beverages but less on handicrafts and other merchandise than the aggregate of all purposes. Shoppers, on the other hand, allocated about 54 per cent of their expenditures for merchandise and 12 per cent for handicrafts and souvenirs which is much higher than the aggregate, but only 5 per cent for transportation, 10 per cent for lodging and 12 per cent for food and beverages, a much lower figure than the general average. The breakdown of the dollar as given by persons on recreation compared more closely with the general average than the other categories. Persons visiting friends or relatives spent more of their dollar for transportation, merchandise, handicrafts and souvenirs but less on lodging, food and beverages than the aggregate. Persons staying less than 3 days in Canada spent a higher proportion of their dollar on merchandise, handicrafts and souvenirs but, as might be expected from the length of stay, a smaller percentage went for transportation, lodging, food and beverages. The breakdown of expenditures by quarters followed the yearly pattern quite closely with seasonal variations being minor in their nature.

Considerable variation appeared in the answers to the question on destination according to province of entry. The geographical distribution established for each province in 1956 was maintained in the mailing list for 1957. In addition to the geographical distribution, a seasonal distribution according to volume of traffic was attempted in 1957. The seasonal distribution may have been responsible for some of the variations from the previous survey but should be more representative of the yearly data on behaviour of foreign automobile traffic in Canada. Data on destination compiled from the survey in 1957 are restricted to the traffic staying 3 days or over in Canada as it is assumed that a very high percentage of the one and two-day entries would remain within the province of entry. Data presented in Statement 19 showing destinations beyond the province of entry do not necessarily bear a close relation to the proportions of expenditures or duration of visits covered because of the great diversity of routes and varying circumstances involved. On a quarterly basis motorists appeared more inclined to travel beyond the province of entry in the third quarter. In the aggregate for Canada some 86 per cent of the respondents gave destinations within the province of entry during the first quarter, 93 per cent were destined to areas within the province of entry during the second quarter, 79 per cent in the third and 82 per cent in the fourth quarter. When the four quarters are summarized for the year about 82 per cent of the respondents reported their destination to be in the same province as that of entry into Canada.

STATEMENT 19. Destination Reported by Motorists from the United States After Remaining Three Days or Over in Canada, Special Survey 1957

Province of destination in Canada	Province of entry into Canada								
	Nova Scotia	New Brunswick	Quebec	Ontario	Mani- toba	Saskat- chewan	Alberta	British Columbia	Yukon Territory
	%	%	%	%	%	%	%	%	%
Newfoundland	0.87	0.65	—	0.01	—	—	—	—	—
Prince Edward Island	5.39	9.97	0.16	0.10	—	—	—	—	—
Nova Scotia	78.26	32.40	0.95	0.61	—	0.26	—	0.02	—
New Brunswick	7.31	39.98	0.74	0.24	—	—	—	—	—
Quebec	6.61	14.16	89.30	11.62	0.42	—	0.25	0.10	—
Ontario	1.39	2.84	8.61	86.06	8.55	0.76	0.59	0.25	—
Manitoba	—	—	0.08	0.80	70.59	3.56	1.01	0.35	—
Saskatchewan	—	—	—	0.08	9.24	74.55	2.34	0.68	—
Alberta	—	—	0.04	0.25	5.32	15.01	73.37	10.99	—
British Columbia	0.17	—	0.12	0.19	4.48	3.56	12.89	83.78	0.88
Yukon Territory	—	—	—	0.01	0.42	0.26	0.17	0.18	8.77
In transit	—	—	—	0.03 ¹	0.98 ¹	2.04 ¹	9.38 ¹	3.65 ¹	90.35 ²
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

1. In transit to Alaska.

2. In transit to United States.

As in 1956, the province of destination as reported by the majority of the questionnaires, with the exception of New Brunswick, was within the province of entry. Nearly 40 per cent of the persons entering through ports in New Brunswick reported destinations within that province. This is an increase of more than 12 per cent in the number of persons remaining within the province as compared with the 1956 survey. Some 32 per cent of the respondents continued on to Nova Scotia, 10 per cent to Prince Edward Island, 14 per cent to Quebec and 3 per cent to Ontario. The ferry service from Bar Harbour, Maine, to Yarmouth, Nova Scotia, which started in 1956, made it possible for automobiles to enter Nova Scotia direct from the United States and this may have affected the provincial distribution in the Maritime Provinces. Of the respondents entering Nova Scotia via the ferry service, some 78 per cent reported destinations in the province, nearly 1 per cent continued on to Newfoundland, 5 per cent to Prince Edward Island, 7 per cent to New Brunswick, 7 per cent to Quebec and about 1 per cent to Ontario. In the first quarter all questionnaires showing Yarmouth as the port of entry gave destinations in Nova Scotia, in the second quarter 95 per cent reported destinations in the province, in the fourth quarter 90 per cent, while in the summer months only 74 per cent remained within the province. During the third quarter about 1 per cent of the respondents entering Canada via Yarmouth continued on to Newfoundland, 7 per cent went to Prince Edward Island, 9 per cent to New Brunswick, 8 per cent to Quebec and about 2 per cent to Ontario. In the first quarter of 1957, some 47 per cent of the respondents entering through ports in New Brunswick reported destinations in the province, 58 per cent in the second quarter, 31 per cent in the third and 57 per cent in the fourth quar-

ter. This would indicate that data on destination tabulated from surveys taken in the third quarter should not be taken as representative of the year for New Brunswick. Of the persons, who entered Canada via New Brunswick ports on their way to destinations in other provinces, the greatest number proceeded to Nova Scotia. In the first quarter 25 per cent proceeded to destinations in Nova Scotia, in the second quarter only 19 per cent, in the third quarter 36 per cent and in the last quarter 28 per cent. Here, again, it is evident that provision for seasonal trends should be made in surveys to determine provincial destinations by province of entry.

The 1957 survey shows that 89 per cent of the respondents entering through Quebec gave destinations within that province. On a quarterly basis the percentage of respondents reporting destinations within the province was lower in the third quarter than in the other quarters of the year, reflecting a seasonal trend which may have been partially responsible for the higher percentage of destinations within the province in 1957 as compared with 1956. In the first quarter of the year, with many of the ski resorts operating, some 96 per cent of the respondents gave destinations within the province; likewise in the fourth quarter with winter setting in some 92 per cent of the entries reported destinations within the province. The number of entries in Quebec who reported destinations in Ontario remained fairly constant but the seasonal distribution was more pronounced in the number reporting destinations in New Brunswick.

Some 86 per cent of the respondents entering through Ontario reported destinations within the province; nearly 12 per cent proceeded on to Quebec

and less than 1 per cent to Nova Scotia and a similar number to Manitoba. A small number of persons entered through Ontario ports and then proceeded to destinations in the remaining provinces and also a few were in transit to Alaska. In the second quarter 98 per cent of the entrants reported destinations in Ontario and only a few went on to other provinces. The other three quarters followed a pattern somewhat similar to that appearing for the year. Although Statement 19 indicates that on a percentage basis Ontario stands to gain from the exchange of traffic, if the survey is representative, Quebec actually receives more vehicles entering through Ontario than Ontario receives as entries through Quebec. Applying the data from Statement 19 to the number of entries staying 3 days or over, it would appear that Quebec drew more travellers from Ontario and New Brunswick than it lost to either of these provinces.

Between 70 and 71 per cent of the visitors entering through ports in the province of Manitoba gave destinations within the province; 9 per cent were destined for Ontario and an additional 9 per cent for Saskatchewan; 5 per cent to Alberta, 4 per cent to British Columbia; a few to Quebec and the Yukon Territory and 1 per cent were in transit to Alaska from the United States. Seasonally, the number entering through ports in Manitoba with destinations in the same province varied considerably. In the first quarter 74 per cent stayed in Manitoba, in the second quarter 84 per cent, in the third 64 per cent and in the fourth 79 per cent. Although 9 per cent of the respondents entering through ports in Manitoba proceeded to destinations in Ontario and less than 1 per cent of the entries through Ontario gave destinations in Manitoba, if the number of vehicles is considered, indications are that more vehicles travelled from Ontario to Manitoba than in the opposite direction although percentages tend to give a different impression.

In 1957 nearly 75 per cent of the visitors entering through Saskatchewan reported destinations in the province. However, seasonally this varied from a low of 59 per cent in the fourth quarter to a high of 87 per cent in the second. The yearly figures show 15 per cent of the traffic reported destinations in Alberta, 4 per cent in each of Manitoba and British Columbia and 2 per cent were in transit to Alaska.

Of the entries through Alberta 73 per cent gave destinations in that province; 13 per cent continued on to British Columbia; 2 per cent to Saskatchewan; 1 per cent to Manitoba; less than 1 per cent to each of Quebec, Ontario and the Yukon Territory; with 9 per cent in transit to Alaska.

When compared with the previous survey, there was an increase of 10 per cent in the number of entrants through British Columbia who reported destinations within the province. Close to 11 per cent continued on to Alberta, less than one per cent to each of the provinces of Quebec, Ontario, Manitoba, Saskatchewan and the Yukon Territory and approxi-

mately 4 per cent were in transit to Alaska from the United States. In the first quarter nearly 93 per cent of the American cars entering through ports in British Columbia reported destinations in the province, some 90 per cent stayed in British Columbia during the second quarter, while 80 per cent and 81 per cent remained in the province during the third and fourth quarters.

Some 90 per cent of the respondents entering Canada via the Yukon Territory were in transit from Alaska to the United States. The majority of the persons reporting in transit travel left Canada through ports in British Columbia and Alberta but a few also left through ports in Ontario, Manitoba and Saskatchewan.

The respondents were asked to note favourable and unfavourable impressions of their trip to Canada on the questionnaires. Nearly 82 per cent of the questionnaires offered favourable comments in 1957, whereas 18 per cent did not record favourable comments. About 38 per cent of the questionnaires made complaints of some kind and 62 per cent had no complaints to offer. In the third quarter of the year comments were more numerous as 85 per cent of the questionnaires offered favourable comments. At the same time, 41 per cent of the questionnaires had complaints to make, with many offering both favourable and unfavourable comments.

The nature of the complaints on the questionnaires varied somewhat according to the province of destination. However, of the 38 per cent recording complaints, nearly 29 per cent were criticizing the conditions of the roads. These complaints showed a very definite seasonal variation. In the first quarter 52 per cent of the complaints were about roads, in the second quarter 46 per cent, and in the third and fourth quarters 23 per cent. The majority of these were about the poor condition of the roads, but they also included comments about the length of construction projects and the carelessness of drivers. In 1956 some 42 per cent of the complaints were about road conditions, but in 1957 road conditions appear to have improved since the 1956 figure represents third quarter travel and only 23 per cent of the respondents commented unfavourably about roads in this quarter during 1957. Between 23 and 24 per cent of the complaints referred to the discount on the United States dollar and 9 per cent found our prices too high. Some 7 per cent disliked the food and restaurant service they received and a similar number found their accommodation inadequate. Between 2 and 3 per cent of the complaints had to do with fishing and 1 per cent complained about our service stations while another 1 per cent complained about lack of tourist information. On 20 per cent of the questionnaires with unfavourable impressions a wide variety of complaints was recorded but not of sufficient importance to list as a separate category.

Of the 82 per cent who offered favourable comments 30 per cent of the visitors remarked about the scenery of Canada and 27 per cent were impressed with the hospitality and courtesy they received.

More of the persons who visited Canada during the summer months commented favourably on the scenery, on the other hand, during the winter months the percentage of favourable comments on hospitality was highest. Nearly 8 per cent of the visitors noted that they had enjoyed fishing in Canada, especially in the second quarter of the year, when between 10 and 11 per cent commented about the fishing facilities. Nearly 12 per cent of the questionnaires found our

roads in good condition, between 4 and 5 per cent mentioned the beauty of our cities and towns, and 4 per cent were impressed with our restaurants. Some 4 per cent liked the accommodation they received and an additional 4 per cent commented on the churches, shrines and historical sites in Canada. Some 7 per cent of the favourable comments were of a miscellaneous nature and were not recorded in a separate category.

Distribution of Travel Expenditures by Residents of the United States in Foreign Countries

Expenditures on travel in foreign countries by residents of the United States reached a new high of \$1,950 million in 1957 according to the United States Department of Commerce. The new record represents an increase of 7.5 per cent over 1956 or some \$136 million. During the period of January to June inclusive, an increase of 6 per cent over 1956 was recorded. On the other hand, the increase was more pronounced in the last half of the year.

The new record of \$1,950 million includes \$578 million for transportation between the United States and foreign countries, of which some \$322 million was paid to United States ships and planes and the balance of \$256 million went to foreign carriers. The total amount accruing to foreign countries was some \$1,628 million, which means that after deducting transportation to foreign carriers the remaining \$1,372 million was disbursed within foreign countries. Comparable data for 1956 show \$1,513 million accruing to foreign countries, of which \$238 million went to foreign carriers for ocean transportation and \$1,275 million was spent in foreign countries. Payments to foreign carriers for transportation overseas advanced at about the same rate as expenditures in foreign countries, whereas during the previous three years payments for fares advanced at a rate more pronounced than expenditures within foreign countries due to a greater proportion of travel to more distant areas.

For the first time in several years United States expenditures on travel in Canada advanced at approximately the same rate as the expenditures in all foreign countries, namely 7.6 per cent. Data released by the United States Department of Commerce show that Canada and Mexico together received about one-half of the increase over 1956 in United States expenditures on travel abroad. In terms of United States dollars Canada received an additional \$24 million and Mexico an additional \$26 million as compared with 1956; percentagewise the increase for Mexico amounted to 9.3 per cent. It is estimated that about two-thirds of the expenditures in Mexico were in towns close to the border although an expansion in direct air service resulted in an increase in traffic to the interior. As in 1956, Canada and Mexico each received the same proportion of the total United States expenditures on travel abroad, namely 25 per cent and 22 per cent, respectively. In terms of United States dollars Canada received \$340 million from United States travellers and Mexico \$305 million in 1957, compared with \$316 million and \$279 million

in 1956. Expenditures in Mexico were the result of some 38 million crossings in contrast to 28.7 million crossings into Canada, indicating lower expenditures per visit in Mexico.

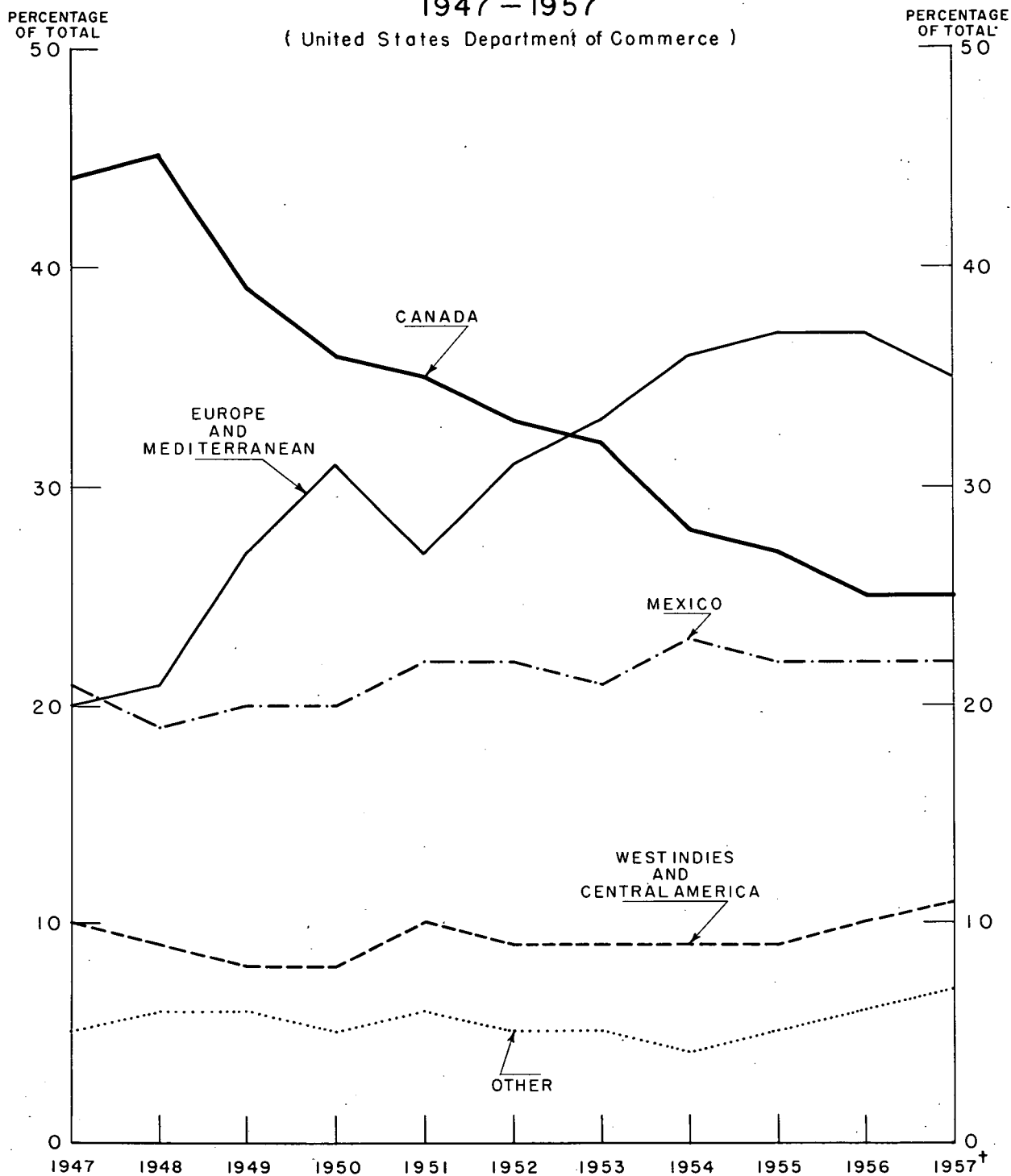
The main change in trend of United States travel to foreign countries occurred in Europe and the Mediterranean area. During the ten year period from 1946 to 1955 inclusive, the proportion of United States expenditures in this area advanced from 14 per cent in 1946 to 37 per cent in 1955. In 1956 the proportion was maintained at 37 per cent but in 1957 this area received about 35 per cent. The first significant change in five years appeared as a decline in average expenditure per visit for travellers in Europe during 1957 possibly due to the inauguration of short-stay excursions at reduced fares, thereby stimulating travel by a lower spending group. The United States Department of Commerce has estimated that, exclusive of transportation costs, Americans spent \$483 million in Europe and the Mediterranean area in 1957 as compared with \$473 million in 1956, an increase of \$10 million or about 2 per cent. A further breakdown by country of destination shows that Italy, France and the United Kingdom again received the greatest share of United States travel dollars. The United Kingdom received the same amount as in 1956 with an increase in the number of travellers offsetting a lower average expenditure per visit. The number of Americans visiting Italy and France showed a moderate increase in 1957 but this was more than offset by the decline in the average expenditure per visit. The increase in air travel to these countries resulted in relatively lower expenditures per capita. Travel payments to Germany are estimated at \$58 million and represent a greater increase than for other European countries. Average expenditure per visit to Germany was maintained and the number of visits advanced 9 per cent. Switzerland was the only country where the average expenditure per visit increased in 1957.

The volume of traffic from the United States to Europe and the Mediterranean area reveals a pattern somewhat different from that of expenditures. In 1957 some 556,000 Americans visited this area which represents an increase of about 7 per cent as compared with a 2 per cent increase in expenditures. The number travelling by ship decreased from 226,000 in 1956 to 205,000 in 1957. Air travel advanced by about 20 per cent during 1957 and accounted for some 63 per cent of the transatlantic trips. During the past year some 268,000 Americans

CHART-1

DISTRIBUTION OF TRAVEL EXPENDITURES* IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1947 - 1957

(United States Department of Commerce)



* EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES

† DATA FOR 1957 ARE SUBJECT TO REVISION

visited Italy and spent \$93 million or an average of \$342 per trip. Corresponding data for 1956 revealed 259,000 visits and \$94 million in receipts. France received \$83 million from 321,000 Americans as compared with \$85 million from 300,000 travellers in 1956, and the United Kingdom received \$82 million from 294,000 Americans as compared with \$82 million from 279,000 visits in 1956. Average expenditures per visit were highest in Italy at \$342 per visit followed by \$311 for visits to Scandinavia. Lowest averages were reported by respondents who had visited Austria.

Travellers from the United States spent an average of \$1,533 each on their European trips, slightly less than the two previous years. Of this amount \$666 was spent for transportation between the United States and Europe and \$867 within the area. Travelers by sea averaged \$1,679 per person per trip composed of \$681 for transportation and \$998 in other expenditures, whereas air travellers averaged \$1,448 made up of \$658 in fares and \$790 for expenditures in Europe. Travellers born in the United States visited an average of four European countries on each trip in 1957, while travellers born abroad visited an average of two countries. Per diem expenditures of these two groups differed significantly, the higher averages of the former group reflecting a greater number of countries visited and a higher proportion staying in hotels or resorts rather than in private homes. Foreign-born residents accounted for 36 per cent of all Americans travelling in Europe compared with 37 per cent in 1956. Nearly two-thirds of the foreign-born Americans who went to Europe made the trip for family reasons or to visit their country of birth, 20 per cent went for pleasure, and 18 per cent went on business or combined business and pleasure. A much higher percentage of Americans born in the United States went to Europe for pleasure but only one-fourth as many went to visit friends or relatives.

A new record of \$153 million was spent in the West Indies and Central America by travellers from the United States. The new record represents an increase of \$19 million or 14 per cent higher than the estimate for 1956. The West Indies and Central America also improved their position in the aggregate somewhat, receiving 11 per cent of United States expenditures on travel in foreign countries. The rise in the Caribbean area was the result of an increase in the number of visits and higher average expenditures per visit as the length of stay was extended from 9 to 10 days. Expenditures in this area include \$11 million spent by cruise travellers on shore excursions. Over 75 per cent of the Caribbean travel was for pleasure, 14 per cent for business or business combined with pleasure, and 8 per cent was for other purposes principally family reasons. Eight out of every nine travellers made the trip by plane. Travel by air to this area has nearly doubled since 1953, whereas the use of other transportation has been practically unchanged. Nearly 30 per cent of the travel to the West Indies and Central America is in the first quarter of the year. Cuba received the largest amount of travel dollars of any country in

this area. Proportionately more Americans travel to Cuba for visits to friends or relatives than to any other country in the Caribbean. Average expenditures per visit were \$161, an increase of 12 per cent over 1956. The length of stay advanced from 7 to 8 days as many Americans were visiting friends in Cuba. Actually most persons visiting Cuba for other reasons stay 2 to 4 days. About \$58 million of the expenditures in this area went to the British West Indies which represents an increase of some 15 per cent. The increase can be traced to a rise in the number of travellers as the average per visit remained unchanged at \$209. Bermuda received \$28 million from United States travellers with the average per visit being \$266. Nearly all travel to Bermuda was for recreational purposes and the length of stay averaged 12 days for air travellers and 9 days for persons going by sea.

A reduction in air fares during recent years has stimulated travel to South America by residents of the United States. Expenditures in 1957 advanced at about the same proportion as the increase in the number of visits, namely about 28 per cent. More than half of the expenditures which amounted to \$37 million in 1957 are in Brazil and Venezuela. Expenditures in other areas are principally in the Far East where improved transportation facilities have encouraged visits to personnel of the Armed Forces stationed in Japan. Family visits accounted for 22 per cent of the travellers to that area as compared with 29 per cent of the visits to Europe. Nearly 45 per cent of the visits to the Far East were for pleasure, and 32 per cent went for business or a combination of business and pleasure. About 80 per cent of the travellers to this area used air transportation and the length of stay averaged over 2 months as compared with 52 days in Europe.

The Department of Commerce has estimated that the expenditures by foreign travellers in the United States advanced 10 per cent in 1957 to a new high of \$785 million. In addition to this amount United States carriers received \$84 million from residents of other countries for transportation between the U.S. and foreign countries. Residents of Canada accounted for more than half the receipts from foreign travel in the United States as they spent more than persons from all other foreign countries combined. As mentioned elsewhere in this report, the amount spent by residents of Canada on travel in the United States has the same effect on the balance of payments as imports of merchandise from that country.

Receipts from residents of the United States travelling in Canada, on the other hand, have the same effect as exports of commodities to that country. In 1957 receipts from United States travel in Canada were second only to the exports of newsprint paper valued at \$610,290,000. In 1956 a comparable relationship existed when the spread between travel and newsprint amounted to some \$307 million whereas in 1957 it was reduced to \$285 million. Canada received more from the sale of travel to residents of the United States than the combined ex-

ports of wood pulp, pulpwood, shingles, plywoods and veneers valued at \$311 million. More benefits are received from the sale of travel to residents of other countries than are often appreciated as travel is indirectly advantageous to many sections of the business and economic life of Canada.

Although the number of visits to Canada by residents of the United States exceeded visits of Canadians to the United States by 1.4 million or about 5 per cent, expenditures by Canadians in the United States exceeded expenditures of Americans in Canada by \$78 million or 24 per cent. From this it is apparent that average expenditures by Canadians in foreign countries are higher than non-

resident expenditures in Canada. In 1957 the average rate per person for visits lasting longer than 48 hours was \$77.84 for Canadians visiting the United States and \$56.17 for Americans visiting Canada. If all border crossings are treated as a unit regardless of length of stay, the average expenditure by Canadians each time they crossed the border was \$14.81. On the other hand, residents of the United States averaged \$11.37 each time they crossed the border into Canada. If expenditures are calculated on a per capita basis according to the population of each country, Canadians averaged \$24.21 per person for travel in the United States during 1957, whereas residents of the United States averaged \$1.91 per person for travel in Canada during the same period.

Method of Compiling Data on International Travel

The system of recording the volume of international travel between Canada and other countries has been carefully developed over many years with minor revisions at certain periods to effect greater economy in the collection of basic data. Visits to Canada incorporate all types of non-immigrant travellers resident in other countries. They include persons travelling for holiday, vacation or health; whether paying for expensive accommodation or visiting friends or relatives; businessmen and officials; and the many re-entries of summer residents and commuters. They also include persons travelling in transit over the most direct route between two points in the United States irrespective of the type of transportation used. Visits may vary from a period of an hour or less to others extending for many months. "Tourists" in the more limited sense of the word are only a part of the great volume of traffic. Similarly all visits of a comparable nature are incorporated in compiling the number of visits to other countries by residents of Canada.

Where possible, classifications of traffic already in use by Canadian Customs and Immigration officials are employed and supplementary procedures are used where existing classifications do not provide a suitable breakdown of traffic. Immigration officials maintain separate records of direct arrivals from overseas countries according to country of last permanent residence. This permits a segregation of overseas travellers, most of whom stay for a month or more, from entries by residents of the United States whose visits are considerably shorter on average.

Similarly Immigration officials maintain records of residents of Canada returning directly from overseas countries apart from persons returning from visits to the United States. Persons returning from trips to overseas countries normally report longer visits and much higher expenditures than visitors to the United States, therefore, it is very important to maintain this segregation and apply suitable averages to the volume of each type of traffic.

Entries from the United States are classified by Immigration officials according to port of entry and type of transportation as follows: train, boat, through

bus, aeroplane and a residual classification which includes entries by automobile, commercial vehicle, local bus, pedestrians, etc. Automobile traffic is treated separately from the balance of the residual highway group and examined in detail. The automobile plays a very important part as a means of transportation between Canada and the United States. In 1957 approximately 80 per cent of the 28.7 million non-immigrant entries into Canada from the United States were in automobiles and 20 per cent used non-automobile transportation. Customs regulations require the use of a traveller's vehicle permit for all vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. This document is completed in triplicate as the foreign vehicle enters Canada, the original being retained at the port of entry while the duplicate and triplicate copies are handed to the motorist as he begins his trip in Canada. The date and port of entry appear on all three copies and the duplicate and triplicate copies are surrendered by the motorist as he or she leaves Canada. The date and port of exit are stamped on the two copies, the duplicate copy being matched with the original at the port of entry as evidence that the vehicle has been exported, and the triplicate copy is mailed to the Dominion Bureau of Statistics for statistical purposes. The triplicate copy contains a question asking for a report of expenditures in Canada for all purposes; this answer, being voluntary, is given as the motorist leaves Canada when the information requested is still fresh in the mind. This document is a very beneficial source of statistical information as it is used by the most important of all types of traffic and in turn is subjected to a very thorough examination. Without this document it would be impossible to supply most of the information that is requested from year to year.

Principal items appearing on these forms, such as port of entry and exit, length of stay, state of origin, number of persons, etc., are transferred to mechanical tabulation cards by which a detailed analysis of this type of traffic is compiled. Heavy spending groups such as commuters and summer residents are separated and the appropriate reported rates of expenditure applied to each group according

to the volume. Statement 2 shows the wide variation in average expenditure rates for the various types of automobile traffic travelling on customs permits and the necessity of treating each group separately. The remaining permits are subjected to a further breakdown by which the large number of cars staying one or two days are handled separately from the smaller number which stay for longer periods. Well over half of the foreign automobiles travelling on customs permits come within the one and two-day class and the average expenditures for this group are of such a nature to necessitate treating each of the one and two-day groups separately from the group staying three days and over, in view of the volume involved. Average expenditure rates are compiled from the great volume of forms declaring their expenditure in Canada and tabulated on a provincial basis in order to estimate a figure as accurately as possible. Statement 3 reveals the necessity of treating each province individually. In 1957 the question on expenditures in Canada was answered on 1.4 million permits covering well over 4 million persons.

To supplement the information collected from the triplicate copies of travellers' vehicle permits a special survey is conducted by means of "mail questionnaires". Special forms are mailed to residents of the United States who have visited Canada during the year, requesting further detail such as destination in Canada, purpose of trip, number of days spent at destination and en route, what part of the vacation was spent in Canada, breakdown between adults and children, mileage in Canada, type of accommodation used, breakdown of the travel dollar and whether their impressions were favourable or unfavourable. Although the special survey is restricted to persons entering Canada in automobiles on travellers' vehicle permits it does apply to that segment of travel which contributes nearly half of our receipts from residents of the United States travelling in Canada. Although the "mail questionnaires" add information which is very useful to individuals or organizations interested in travel, it cannot be considered reliable as a source of some types of information such as expenditures in Canada. For example there is a major difficulty in obtaining a proper weighting of respondents according to length of stay in Canada described under "Special Survey of Non-Resident Travel Behaviour in Canada" and with the lapse of time since the visit, it would appear there is a tendency on the part of the respondents by "mail" to include all expenditures from the place of residence until their return rather than the portion applying to Canada only. For reasons such as these, the "mail questionnaires" are no substitute for the data on expenditures collected on the travellers' vehicle permits.

The remainder of the non-resident automobiles entering Canada referred to as the non-permit class are chiefly made up of local traffic. They do not require a customs permit but are restricted to travel within the jurisdiction of the port of entry and may not remain longer than 48 hours in Canada. The

volume of this type of traffic is heavy, accounting for 6.3 million vehicles and some 15.5 million persons in 1957. The rate of spending is low due to the short visit and local nature of the traffic and data on expenditures are compiled separately from the permit type. The number of non-permit vehicles is recorded each day by the Customs officers at all points of entry into Canada, and periodically throughout the year a sampling procedure is applied in order to obtain the average expenditure and number of persons per vehicle. The rates obtained from this sampling procedure, when applied to the volume of non-permit automobile traffic recorded each day, form the basis for estimates prepared on expenditures by residents of other countries travelling in Canada within this category.

Visitors from other countries using carriers other than automobile are classified by the type of transportation used to enter Canada. The United States Department of Commerce collects data on travel expenditures in Canada by residents of the United States on their return and this information is made available to the Dominion Bureau of Statistics. Declared expenditures are averaged according to type of transportation and province of re-entry to the United States. After the necessary adjustments are made to the figures on volume the rates obtained are applied to the appropriate number of persons re-entering the United States by rail, through bus, boat and plane.

Some of the adjustments which are necessary to the data on volume are as follows: nearly half of the non-residents entering Canada by rail are travelling in transit on American railroads following the short route between Detroit and Buffalo through south-western Ontario. In 1957 some 343,600 persons were within this category but their expenditures can be considered negligible as they have little or no opportunity to leave the train and spend money in Canada. Ferry traffic across rivers or other short distances of water between Canada and the United States is excluded from entries by boat. Data on the number of arrivals by boat consist principally of passengers carried by the ships operating between Vancouver-Victoria and Seattle on the Pacific Coast, entries to the Atlantic Provinces and certain points in Ontario but the latter are more seasonal in nature. Appropriate rates are used for each region according to the type of traffic with further refinements at ports admitting special traffic. Bus traffic is exclusive of local bus traffic between border communities such as the tunnel busses between Windsor and Detroit. Passengers travelling across southern Ontario have more opportunity to spend money than in transit rail passengers and are credited with spending a nominal rate much lower than the regular averages for bus traffic. A moderate number of persons entering in the Windsor-Fort Erie areas are considered as in transit between Detroit and Buffalo. With regard to plane traffic a small deduction is made for passengers flying in transit between the United States and Alaska. In transit

plane passengers are given a rate comparable to that used for in transit bus passengers but much lower than the rate used for the regular plane traffic. The remainder of United States residents travelling in Canada are grouped into a residual class called "Other Travellers". It includes persons proceeding on foot or by ferry, taxi, motorcycle, bicycle or local bus. This group is also treated separately and a special rate used as the average rate of expenditure per visit is much lower than other types of travel, with the possible exception of the in transit classifications.

The number of persons visiting Canada from overseas countries is small compared to the volume of traffic from the United States. The average duration of stay is much longer, however, than visits from the United States and the cost of ocean transportation involves substantial expenditures. Usually, between 35 and 45 per cent of the visitors from overseas countries arrive on Canadian carriers and international transportation costs paid to Canadian companies are included in the receipts of visitors from overseas countries. International transportation costs paid to foreign carriers are, of course, not included in the estimates of receipts from residents of overseas countries. Average expenditures of the visitors from overseas countries vary from a few hundred dollars for residents of the West Indies to more substantial amounts for residents of distant countries like Australia and New Zealand.

In attempting to estimate receipts from travel in Canada recognition must be given to the fact that our visitors vary from the casual trip of a resident in the United States who may walk across the border for an hour or less or cross from a border community for a short time, to the visit of a family spending two or three weeks vacation or persons who may spend several months in Canada. It has been established over many years that expenditures follow a definite pattern from year to year and vary according to type of transportation used, type of visitor, length of stay, etc. Consequently each type must be treated separately, as explained above, otherwise a simple average applied to such a heterogeneous mass of travellers would give a figure on travel expenditures that would be of little value. The various classifications each form a different proportion of the aggregate, therefore, it is very important that an average expenditure that is representative for the type of visitor be applied to the number of visits within each category. A simple average could be used only if the various classifications were homogeneous in their nature but this is not true of travel in Canada by residents of other countries. The more typical "tourists" spending summer vacations in Canada are only a part of these movements and average expenditures representative of their visits cannot be applied to the many other groups crossing the border.

In estimating expenditures on travel outside Canada by Canadians the principles involved are much the same as those described for estimating ex-

penditures on travel in Canada by residents of other countries. Records of all residents of Canada returning from visits to the United States are maintained separately from the numbers returning directly from visits to overseas countries. These records are broken down showing the number returning by the various types of transportation, and in the case of persons returning from visits to the United States the volume of traffic is heavy and of great diversity. The volume of automobile traffic is recorded daily by the Customs officers at all ports of entry according to length of stay abroad, and periodically a sampling procedure is applied in order to obtain the average expenditure and number of persons per vehicle. Around 77 per cent of the residents of Canada returning from visits to the United States use automobiles for transportation. The sampling of this group as conducted by the Customs officials is closely related to the length of stay outside Canada. A selection of Canadians returning by other types of transportation is sampled by means of a postcard questionnaire distributed at the border by Immigration officials. This questionnaire requests data on length of stay, port of entry into the United States and re-entry into Canada, number of persons, total expenditure outside Canada, and also the type of transportation used in order that the information compiled from this form may be applied to the proper classification. Additional information on the characteristics of Canadian travel in the United States is compiled from questionnaires mailed to a selected group of Canadians returning from the United States and overseas countries. In addition to other items of interest, persons selected for this survey are asked for the purpose of trip, destination in the United States, whether the trip was in transit through the United States to another province in Canada, cost of transportation apart from other expenses, point in Canada from which the trip originated and the total of all expenditures outside Canada.

Although the number of persons returning from visits to overseas countries amounts to a very small percentage of the total, this segment of traffic has become increasingly important during the past few years. The amount of money involved in Canadian travel to overseas countries is of greater importance than indicated by the number of visits. The average duration of stay is much longer than trips to the United States and the cost of ocean transportation involves substantial amounts. Travel to overseas countries via Canadian carriers, however, does not entail a payment for non-resident services and ocean transportation paid to such lines is not included in the estimates of Canadian expenditures in overseas countries. Transportation paid to foreign carriers, however, is included in the estimates of Canadian expenditures in overseas countries. In recent years between 40 and 50 per cent of the cost of ocean transportation goes to foreign carriers and is included in the estimates. Visitors to overseas countries who are sampled are asked to state whether they travelled overseas by air or steamship, also the name of the company supplying the accommodation to and from

North America. Persons selected for the samples are also asked to give the name of the countries visited and the approximate number of days stay and expenditures in each of the following areas: United Kingdom, Other European countries, Other British countries, Latin America, and elsewhere outside Canada. They are also asked to state the number of persons covered in the reply and whether adults or children, the purpose of visit and expenditures other than ocean transportation. Expenditures reported vary considerably according to the area visited, and

the appropriate averages are applied to estimates of the number of persons visiting each area as compiled from the sample. Similar to the traffic from other countries to Canada, Canadian visits to other countries show a wide variation and estimates based on a simple average for all visits would yield data that could be highly unsatisfactory. All types of travel do not account for the same proportion of the total, consequently the different categories must be examined closely and appropriate methods applied to yield a proper estimate.

Canadian Travellers in the United States

Canadian travel to the United States reached an all-time record in 1957 although the rate of expansion was very moderate when compared with the trend of the two previous years. A total of 27.2 million re-entries by residents of Canada were reported by the Immigration officials during the year, which represents an increase of some 132,700 visits or about a half of one per cent over the previous year. In 1956 there was an increase of 9 per cent over 1955, or approximately 2.3 million crossings. During the first half of the year there was an increase of more than 4 per cent over the same period of 1956, but the rate of expansion tapered off considerably in the third quarter with little change from the same period of 1956 being recorded. This gradual diminishing in the third quarter was followed by a definite recession in the number of re-entries during the fourth quarter of the year. In the period of October to December inclusive, there was a decline of more than 6 per cent or some 377,800 fewer re-entries as compared with the same period of 1956. In recent years the expansion of Canadian travel to the United States has been more noticeable in the winter months, with such states as Florida and California becoming very popular vacation areas for many Canadians.

When the volume of traffic is examined according to the length of stay there is a noticeable change from the trend of the previous year. In 1956 most of the increase appeared in the short-term category where there was an expansion of 10 per cent, whereas in 1957 a slight decline amounting to about 23,900 re-entries was shown when compared with the previous year. In 1957 the expansion was in the long-term traffic amounting to an increase of some 156,600 visits. The advance in long-term re-entries in 1957 amounted to nearly 4 per cent over 1956 as compared with 0.5 per cent for long and short-term categories.

Expenditures by residents of Canada also reached a new record during 1957, when an estimated \$403 million was spent on travel in the United States. This new record represents an additional \$12 million or a 3 per cent increase over the previous record attained in 1956. Most of the increase appeared in the long-term category where an additional \$8 million or over 2 per cent was recorded. Short-term travellers spent an extra \$4 million during 1957, while percentage-wise the increase amounted to 7 per cent being much higher proportionately than the gain in long-term expenditures.

STATEMENT 20. Expenditures of Canadian Travellers in the United States by Length of Stay, 1957

Mode of travel	Number of persons	Per cent of grand total	Expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic:				
Motorists:				
24 hours or less	16,929,300	62.22	31,502,900	7.82
Over 24 hours and under 48 hours	1,016,300	3.74	11,816,500	2.93
Rail in transit	6,100	0.02	—	—
Other travellers (pedestrians, local bus etc.)	4,824,200	17.73	14,633,700	3.63
Total	22,775,900	83.71	57,953,100	14.38
Long-term traffic:				
Motorists—48 hours and over	3,113,000	11.44	168,921,300	41.91
Rail	438,900	1.61	60,567,500	15.03
Through bus	453,700	1.67	40,123,600	9.95
Aeroplane	332,700	1.22	70,275,200	17.44
Boat	95,200	0.35	5,213,600	1.29
Total	4,433,500	16.29	345,101,200	85.62
Grand total	27,209,400	100.00	403,054,300	100.00

1. Subject to revision.

Canadians in the long-term category spent an average of \$77.84 per visit in the United States during 1957 as compared with \$78.79 per visit in 1956. In the short-term category Canadians spent \$2.54 per visit during 1957 as compared with \$2.37 in 1956. If the long-term and short-term categories are taken as a unit, Canadians spent an average of \$14.81 on each visit to the United States during 1957, which is between 2 and 3 per cent higher than the average of \$14.44 shown in 1956. On a per capita basis, residents of Canada spent \$24.21 per person for travel in the United States during 1957, an amount practically unchanged from that of the previous year. This represents a higher figure than the average per visit since, besides the effect of commuters, there are many Canadians who make several trips to the United States in a year. In each case, the Canadian averages are much higher than the corresponding rates for United States visitors to Canada.

Summarizing travel by Canadians in the United States we find a decline of 0.1 per cent in the volume of short-term visits, yet the expenditures of this group advanced about 7 per cent due to higher averages per visit. Long-term traffic, on the other hand, advanced nearly 4 per cent in the number of visits, moreover, expenditures in this category advanced between 2 and 3 per cent, due mainly to lower averages for persons returning by bus and plane.

The amount spent on travel in the United States has the same effect on Canada's balance of international payments as the commodities imported from that country. As an indication of its relative importance, the amount of travel that Canadians "purchased" from the United States in 1957 was second only to the imports of non-farm machinery valued at \$552 million. Furthermore, the amount spent on travel was greater than the \$310 million expended on importing automobiles and parts; or again, payments to the United States for travel far exceeded the combined values of all the coal, fuel oils, gasoline, other petroleum products and fuels purchased from that country during 1957.

Included in the amount spent by Canadians in the United States are the purchases of merchandise while travelling. Declarations made under the \$100

customs exemption privilege totalled \$74 million in 1957, an increase of \$1.4 million or about 1 per cent when compared with the previous year. In 1956 the annual rate of increase for this item amounted to 5 per cent. The proportion of the Canadian travel dollar being used for the purchase of merchandise by Canadians while travelling in the United States has gradually diminished during the past few years. In 1957 some 18 per cent of the expenditures in the United States went for the purchase of merchandise, compared with 19 per cent in 1956 and 1955. In 1954 nearly 21 per cent was used for this purpose, and in 1953 over 23 per cent of the Canadian travel dollar went for the purchase of merchandise.

Prior to June 1953 all goods imported under the \$100 customs exemption privilege were recorded in a breakdown of seven items, namely: automobile accessories, automobile tires and tubes, boots and shoes, clothing, radio sets, household appliances and furnishings, and other tourist purchases. Beginning in June 1953 it was necessary to group these items into one account in order to conserve clerical and machine time. During February 1958, goods imported under the \$100 customs exemption privilege (Tariff Item 703b) were classified in detail to determine whether the commodity distribution had changed significantly. This investigation indicated that tourist imports have changed little during the intervening years. It would appear that there has been a reduction in the proportion of radio sets, and small increases in the proportionate expenditure on boots and shoes and "other tourist purchases". Although February results in the past were not completely typical of the year as a whole, the annual pattern may not be very different from the following percentages typical of the early 1950's: automobile accessories 1.0, automobile tires and tubes 0.7, boots and shoes 8.2, clothing 46.7, radio sets 3.7, household appliances and furnishings 13.0, and other tourist purchases 26.7. The changes indicated in February 1958 suggest that it might be preferable to make minor adjustments to these proportions. This would increase the boots and shoes to about 9 per cent, reduce radio sets to about 2 per cent and add about 0.9 per cent to the "other tourist purchases" proportion.

Canadian Travel in the United States by Type of Transportation

The automobile was used as a means of conveyance by more persons returning from visits to the United States in 1957 than all other types of transportation. During the year the number of persons returning in automobiles totalled more than three times the number returning by all other types of transportation. On a comparative basis the number returning by automobile in 1957 amounted to roughly 77 per cent of the total, leaving 23 per cent returning by all other means of transportation; whereas in 1950 less than one-half of the residents

of Canada returning from visits to the United States were in automobiles and 52 per cent used other means of transportation. During the period of 1950 through 1957, automobile registrations have advanced more rapidly than the rate of increase in population. In 1950 the total passenger car registrations numbered 1,906,927, or one automobile for every 7.3 persons residing in Canada. Consequently with the number of registrations progressing more rapidly than the increase in population, the number of registrations in 1957 amounted to 3,375,297 or

one automobile for every 4.9 persons. Although the number of automobiles per capita of population has advanced considerably during the past few years and, no doubt, has contributed to the apparent popularity of this type of transportation, the number of Canadian automobiles returning after visits to the United States has gained momentum more rapidly than the number of registrations in Canada.

The present procedure of classifying the length of visit by Canadian automobiles returning from the United States segregates the visits into three divisions, namely: 24 hours or less, over 24 hours and under 48 hours, and 48 hours and over. This has the effect of placing all purchases of merchandise declared under the \$100 customs exemption privilege in the long-term classifications. Vehicles returning from abroad after visits lasting more than 24 hours and less than 48 hours are included in the short-term classification as shown in Statement 20. In 1957 re-entries from the United States of automobiles registered in Canada amounted to some 7.8 million, an increase of 385,200 visits or about one half of one per cent. The advance in the number of automobiles returning was somewhat heavier in the short-term category where a gain of 5 per cent was recorded, as compared with a 4 per cent gain in the long-term classification. The increase in the short-term classification amounted to 340,600 visits during the year, with 37 per cent of this gain appearing in the first quarter, 42 per cent in the second quarter, and 20 per cent and 1 per cent in the third and fourth quarters, respectively. A direct comparison of this category by quarters with 1956 revealed a gain of 11 per cent in the first quarter, 9 per cent in the second quarter, 3 per cent in the third quarter and 0.3 per cent in the fourth quarter. The trend for the long-term traffic followed a somewhat similar pattern. A comparison with the previous year shows a gain of 16 per cent in the first quarter and 13 per cent and 2 per cent in the second and third quarters. In the fourth quarter there was a decline of 5 per cent, or some 11,400 vehicles when compared with the same period of 1956.

The outlay for travel in the United States by Canadians using automobiles for transportation advanced more rapidly than the change in volume would indicate. Although there were 5 per cent more visits recorded for the automobile classification as compared with 1956, the amount spent by this group outside Canada was approximately 16 per cent higher than the previous year, due to the higher average expenditures per visit in each classification. The increase in the number of visits was slightly heavier in the short-term category during the year, but the proportion of the total which the short-term visits represented remained fairly constant. Short-term visits of 24 hours or less averaged about \$5 per trip during the year, while visits in the category over 24 hours and under 48 hours averaged nearly \$34 per visit. If all automobiles under 48 hours are treated as a unit the average expenditure per visit amounted to nearly \$6.50 as compared with \$6.00 in 1956, with the average per

visit being higher in each of the four quarters. The average expenditure per visit for long-term traffic showed a moderate gain over the previous year. During the first quarter of the year there was an increase of about 17 per cent in the volume of traffic, whereas expenditures were 21 per cent higher for the period due to higher averages per trip in addition to the heavier volume. In the second quarter, while the volume was about 13 per cent heavier, the rise in expenditures was roughly 11 per cent higher as the average expenditure per visit declined slightly when compared with the same period of 1956. During the third quarter, volume and expenditures were between 2 and 3 per cent heavier as the average per visit was practically unchanged. In the fourth quarter of the year the number of re-entries declined some 5 per cent but once again higher averages per visit resulted in the expenditures being only 3 per cent lower.

A more detailed analysis of Canadian automobile traffic by length of stay is presented in Tables 8 and 8A similar to the analysis appearing in Tables 1 and 1A of foreign automobiles travelling in Canada on travellers' vehicle permits. The analysis made on foreign automobiles, however, does not include the numerous local visits by non-permit cars from the United States which normally stay for less than one day. In 1957 nearly 82 per cent of the Canadian automobiles travelling in the United States returned within 24 hours and 86 per cent re-entered within 48 hours. The number of foreign automobiles in each classification appearing in Tables 1 and 1A declines fairly steadily as the length of stay increases, but the number of Canadian automobiles in each classification does not show a uniform decline with longer visits. Canadian automobiles continue to show a concentration in the 7 day, 14 day and 21 day groups, indicating possible vacations in the United States of one, two or three weeks duration.

Table 11 shows the number of Canadian automobiles returning to Canada classified by length of stay and province of re-entry. Data appearing in the tables showing the length of stay in detail are estimated on the basis of a sample which may explain the reason for nil recordings in some categories.

Although there was an increase of nearly \$15 million in the amount spent in the United States by Canadians returning in automobiles, the aggregate for all types of transportation was about \$12 million higher due to a decrease in the amount spent by persons using non-automobile transportation. Persons using non-automobile transportation spent about \$191 million in 1957 as compared with nearly \$194 million in 1956, a decrease of nearly \$3 million or between 1 and 2 per cent. The decline in the volume of traffic in the non-automobile classifications was more pronounced and amounted to 11 per cent. The length of visit reported by persons using non-automobile transportation was nearly 2 per cent less when compared with 1956.

STATEMENT 21. Expenditures of Canadian Travellers in the United States by Types of Transportation Used to Re-Enter Canada, 1953-1957

Type of transportation	1953	1954	1955	1956	1957 ¹
	(\$ Millions)				
Automobile	133.0	147.4	178.2	197.4	212.3
Train	61.6	65.4	66.3	64.3	60.6
Boat	5.1	5.7	5.1	4.9	5.2
Bus (exclusive of local bus)	45.9	44.1	46.1	41.9	40.1
Aeroplane	39.9	39.9	52.7	66.4	70.3
Other (pedestrians, local bus etc.)	21.8	17.5	14.4	16.1	14.6
Total	307.3	320.0	362.8	391.0	403.1

1. Subject to revision.

Canadians returning by rail spent less in the United States than during the year before due to a decrease of nearly 9 per cent in the number of re-entries. When compared with the previous year, the decline in the number of re-entries was heaviest in the last quarter of the year, more moderate in the second and third quarters and practically unchanged in the first quarter. The average expenditure per visit was 9 per cent lower in the first quarter, 21 per cent higher in the second quarter, 1 per cent lower in the third quarter and 3 per cent lower in the fourth quarter, but the over-all average for the year showed a 3 per cent increase over 1956. The length of stay in the United States reported by returning rail passengers advanced from 10.8 days in 1956 to 11.6 days in 1957 and this may have influenced the average expenditure per visit.

Canadians returning by bus curtailed their expenditures by about 4 per cent when compared with the previous year. The number of visits advanced about 4 per cent, due mainly to the rate of increase in the first and last quarters. The volume in the second quarter was practically unchanged and a very moderate increase appeared in the third quarter. The average expenditure per visit was about 8 per cent lower, attributable to substantially lower averages in the first quarter. The rate of decline diminished in each of the succeeding quarters of the year. Shorter visits were reported by bus passengers during the past year, a trend that is reflected in the average expenditure per visit.

Travel by plane continued to expand in the past year with an increase of 11 per cent in volume being recorded. The number of re-entries advanced some 17 per cent in the first and third quarters, 3 per cent in the second quarter and 8 per cent in the fourth quarter. Expenditures reported by plane travellers advanced more moderately than the number of visits owing to lower averages per visit. The decrease in the amount spent per visit was more pronounced in the first and third quarters when the expansion of volume was more noticeable, but was practically unchanged in the fourth quarter, whereas the average for the year was about 5 per cent lower than in 1956. The average length of visit was also about 5 per cent less in 1957.

There was a decline of nearly 3 per cent in the number of persons returning by boat in 1957 but higher average expenditures per visit, particularly in the second and third quarters when the volume of traffic is heaviest, were responsible for an increase of nearly 6 per cent in boat expenditures for the year. The average expenditure per visit was nearly 9 per cent higher in 1957 and the length of visit was extended about 5 per cent.

Border crossings in the residual classification referred to as "Other Travellers" declined about 14 per cent during the past year but higher average expenditures per visit held the aggregate for this group to within 9 per cent of the total for 1956. The average expenditure per visit was higher during the first three quarters of the year but slightly lower during the fourth quarter.

Special Survey of Canadian Travel Behaviour in the United States

In addition to the information that is collected at the border points from Canadians on their return to Canada, a "mail questionnaire" is used to supplement data. This questionnaire queries the persons selected for the sample on the length of stay in the United States; the type of transportation used in travelling; the amount of money spent in the United States; the main purpose of the trip; port of

entry into the United States, port of re-entry into Canada and the state of destination in the United States. The special survey has been very useful in providing additional information on the characteristics of Canadian travel to the United States. It must be remembered, however, that the data collected in this manner tend to be more representative of long-term travel than of the large volume of

short-term travel. The characteristics which are outlined in the description of this survey should, therefore, be judged in this light and not used to generalize statistics on the complete flow of Canadian travel to the United States.

To determine the purpose or purposes of the trip, the questionnaires were tabulated in three different ways: the aggregate of all questionnaires showing purpose of visit; those reporting one reason only; those accounting for two or more reasons for the trip. In making comparisons on the average length of stay and average expenditure per person according to the purpose of visit, however, only questionnaires reporting one reason were used.

A summary of compilations made from all the questionnaires reporting purpose of visit indicated that 39.5 per cent checked recreation most frequently, compared with 38.5 per cent travelling for recreation in 1956. In 1957 some 33 per cent of all persons reported visiting friends or relatives as the purpose of trip, compared with 29.6 per cent in 1956. Shopping did not attract as many persons to the United States in 1957 but more persons went for business during the past year. There was little change in the number reporting education as the purpose of trip but the percentage reporting miscellaneous reasons for the trip in 1957 was slightly higher than in 1956.

Statements 22-24 show the results tabulated from the questionnaires reporting only one purpose of visit. These figures differ considerably from data compiled by using all purposes reported, but the tabulation was necessary for some of the comparisons which follow. Of the Canadian travellers who checked only one purpose of visit, 41.3 per cent made the trip for recreation and 36.1 per cent went to visit friends or relatives. Comparable data

in 1956 showed 41.9 per cent for recreation and 35 per cent to visit friends or relatives. Shopping as the main purpose of visit was not as important an inducement as when two or more purposes were reported and appeared more frequently when used in conjunction with other reasons for trips to the United States. Shopping appeared on 7.8 per cent of the returns showing one purpose of trip, as compared with 8.9 per cent in 1956. Some 8.8 per cent of the travellers reported business as the main purpose of visit, as compared with 8.5 per cent in 1956, while 3.9 per cent reported "other" purposes, as compared with 4.3 per cent in the previous year. Similar to the returns from the 1956 survey the "other" purposes were mainly "health" and "in transit". Only 2.1 per cent of the Canadian travellers covered in the survey reported education as the purpose of visit. More Canadians reported education when two or more reasons were recorded, indicating that some of the respondents may have considered education in the broad sense of the word and not as a university or technical training course.

Different patterns arise when respondents report more than one purpose of visit. When two or more purposes of trip were recorded, recreation still appeared most frequently as a reason for the visit, while shopping was checked on 29.3 per cent of the forms which compares very closely with the returns from the previous year. Many Canadian travellers to the United States appear to have gone there for recreation but also combined their recreation with shopping. The same is true for those who visited friends or relatives where, again, a visit to friends or relatives was combined with a shopping trip. Business was given with other purposes on 6 per cent of the questionnaires, education on 3.4 per cent, and "other" reasons on 1.6 per cent. The breakdown by purpose of visit, where two or more reasons were recorded, compared very closely with the 1956 survey.

STATEMENT 22. Purpose of Visit¹ Reported by Canadians Returning from the United States, Compiled Quarterly, Special Survey, 1957

	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
First quarter	8.5	2.1	4.7	35.0	46.1	3.6
Second quarter	11.1	2.7	7.6	41.9	30.1	6.6
Third quarter	5.6	1.9	6.6	46.7	35.6	3.6
Fourth quarter	11.6	1.8	13.0	37.9	33.6	2.1
Year	8.8	2.1	7.8	41.3	36.1	3.9

1. Questionnaires reporting one purpose only.

The purpose of visit varied somewhat according to the time of year in which the trip was taken as shown in Statement 22. A higher percentage of Canadians travelled to the United States on business during the second and fourth quarter than at any other time of the year. In the second quarter 11.1 per cent of the visits were for business reasons while the fourth quarter shows 11.6 per cent. A lower percentage of the visits was for business in the third quarter than at any other time of the year, as normally during this period a higher percentage is for recreation. There is also a marked difference in the percentage of visits for the purpose of shopping according to the season of the year. In the fourth quarter of the year some 13 per cent of the visits were for the purpose of shopping, as compared with 7.6 per cent in the second quarter, 6.6 per cent in the third and 4.7 per cent in the first quarter. No doubt the "Christmas season" is a factor which contributes considerably to the higher percentage of shoppers in the fourth quarter, and to a lesser degree the "Easter season" in the second quarter. Recreation as a purpose of visit to the United States is also influenced by the season of

the year. Statement 22 shows that a higher percentage of Canadians visit for recreation in the third quarter of the year than at any other time. This might well be expected as many Canadians plan their vacations in the summer months rather than at other times of the year. The percentage of persons reporting visits to friends or relatives was higher in the first quarter than at any other time of the year. Visits to friends or relatives over the Christmas season may have been an influencing factor, as the length of stay for this category averaged between ten and fifteen days which would place many of the returning Canadians in the first quarter of the following year. The percentage of persons visiting friends or relatives was also slightly higher in the second quarter than in the third or fourth quarters which would indicate visits of this category over the Easter season. The number of persons reporting other reasons for a visit to the United States was higher in the second quarter of the year than in other seasons. Many persons returning in the second quarter reported visits for their health, a category that was not listed separately in 1957.

STATEMENT 23. Purpose of Visit¹ Reported by Canadians Returning from the United States, by Province of Re-Entry, Special Survey, 1957

Province of re-entry	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
Maritimes	5.9	2.7	4.8	27.0	54.1	5.5
Quebec	9.4	1.7	3.3	51.4	30.5	3.7
Ontario	9.7	2.3	7.4	38.7	38.6	3.3
Manitoba	7.5	1.6	10.7	47.9	27.2	5.1
Saskatchewan	11.3	3.9	11.3	27.0	36.5	10.0
Alberta	11.7	2.4	9.9	40.0	31.2	4.8
British Columbia and Yukon Territory	5.8	1.8	14.4	37.9	35.2	4.9
Canada	8.8	2.1	7.8	41.3	36.1	3.9

1. Questionnaires reporting one purpose only.

The purpose of visit was also tabulated according to province of re-entry into Canada. For this analysis it has been assumed that for all practical purposes the province of re-entry might well be considered the province of residence. Statement 23 reveals that a higher percentage of the residents of Alberta and Saskatchewan reported business trips than in the other provinces. Residents of British Columbia and the Yukon Territory reported the lowest percentage of business trips. On the other hand, residents of British Columbia and the Yukon Territory reported the highest percentage of shopping trips, whereas residents of Quebec were lowest in this respect. Residents of Quebec reported the highest percentage of trips for

recreation, while residents of Saskatchewan were lowest in this category. A higher percentage of the residents of the Maritime Provinces reported visits to friends or relatives in the United States, whereas the lowest percentage of visits in this category was reported by residents of Manitoba. The questionnaires not falling within categories already specified are grouped together and classified as "Other" in Statement 23. The greater percentage of this group reported health as the purpose of their trips which, in addition to visits to the warmer climates particularly in the winter months, involved trips to clinics, hospitals, etc. Less than half of the other category involved in transit trips through the United States to another province in Canada.

Further examination reveals that the type of transportation varied according to the purpose of visit. Some 50 per cent of the persons travelling on business used aeroplane transportation and 31 per cent travelled by automobile. Between 17 and 18 per cent used rail transportation but few persons on business travelled by bus or boat. Contrary to the trend for business trips, only 5 per cent of the persons on shopping tours travelled by plane while 64

per cent travelled by automobile. Some 66 per cent of the persons on recreation travelled by automobile, 16 per cent by plane and 12 per cent by rail. Persons visiting friends or relatives are more inclined to use rail transportation than persons travelling for other reasons. Some 22 per cent of the travellers who visited friends or relatives returned to Canada by rail and 58 per cent used automobiles.

STATEMENT 24. Purpose of Visit¹ Reported by Canadians Returning from the United States by Type of Transportation, Special Survey, 1957

Type of transportation	Percentage of persons reporting main purpose of trip					
	Business	Education	Shopping	Recreation	Visiting friends or relatives	Other
	%	%	%	%	%	%
Rail	9.1	2.8	8.6	29.3	46.9	3.3
Bus	1.8	2.7	13.7	39.8	37.8	4.2
Aeroplane	24.9	3.6	2.3	37.2	27.5	4.5
Boat	3.9	3.7	19.4	36.0	32.1	4.9
Total non-automobile	14.7	3.2	6.8	34.3	37.0	4.0
Automobile	4.5	1.3	8.5	46.2	35.6	3.9
Grand total	8.8	2.1	7.8	41.3	36.1	3.9

1. Aggregate of questionnaires reporting one purpose only.

In addition to the purpose of visit, the respondents were queried on length of stay in the United States and this information was tabulated according to purpose of trip by type of transportation used. As in the previous survey, the shortest length of stay was reported by persons who travelled mainly for shopping, when the average visit amounted to 3 days. This would indicate that Canadians on shopping tours to the United States returned shortly after the 48 hour time limit required for customs exemption. On a provincial basis there was very little variation in the length of stay reported by shoppers. Business trips were also comparatively short, averaging 7.9 days, although residents of Manitoba on business trips to the United States stayed an average of 6.6 days, while persons from Alberta reported business trips lasting approximately 18 days. The business trips from all the other provinces were very close to the average for Canada. Trips made for recreation and visits to friends or relatives were of nearly the same duration, following the trend of the 1956 survey. Recreation trips averaged 11.8 days and visits to friends or relatives 11.2 days, but there was more variation on a provincial basis. Persons returning via British Columbia and the Yukon Territory reported visits of 9.3 days while on recreation, but re-entries via Saskatchewan stayed 23.9 days. Visits to friends or relatives were more uniform and

varied from 9.7 days for residents of Ontario to 17.3 days for residents of Saskatchewan. On a seasonal basis the length of stay for persons on recreation was much higher in the first half of the year. This apparently was due to longer visits to the southern states during the winter and early spring. A comparable situation appeared on questionnaires reporting visits to friends or relatives, although the range between different quarters of the year was not so pronounced as with visits for recreation. Canadians in the United States for purposes of education reported an average of 38 days stay and trips for reasons not already specified averaged about 22 days.

Average expenditures also varied according to the purpose of visit. On account of the greater length of stay, visits for educational reasons averaged the highest expenditure per visit, although the average per person per day was lower than in most of the other types of travel. Canadians travelling to the United States for business reasons also had high expenditures per visit and relatively high averages on a per person per day basis. Trips made to the United States for the purpose of shopping show the lowest amount spent per visit but the average expenditure per person per day was highest for this group when compared with the other categories. Expenditures per visit for persons on recreation were relatively high but the average per person per

CHART 2

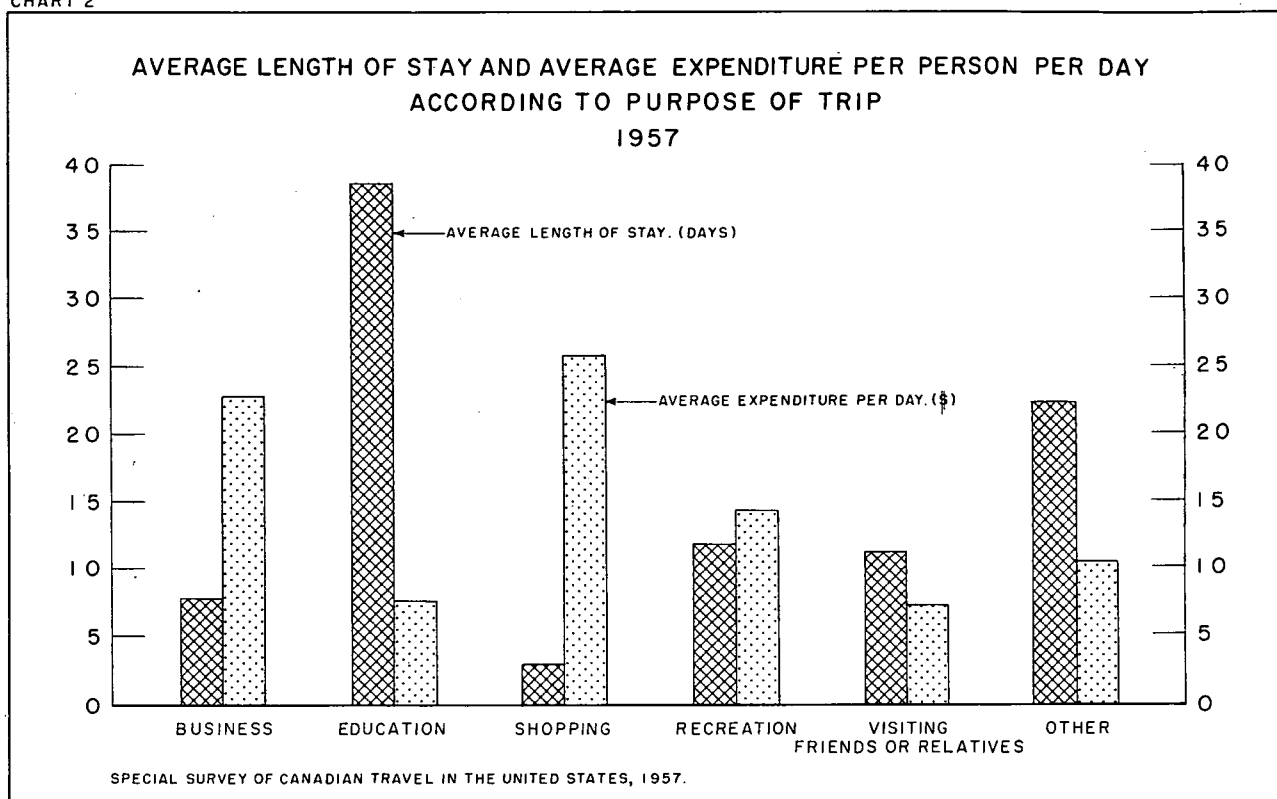
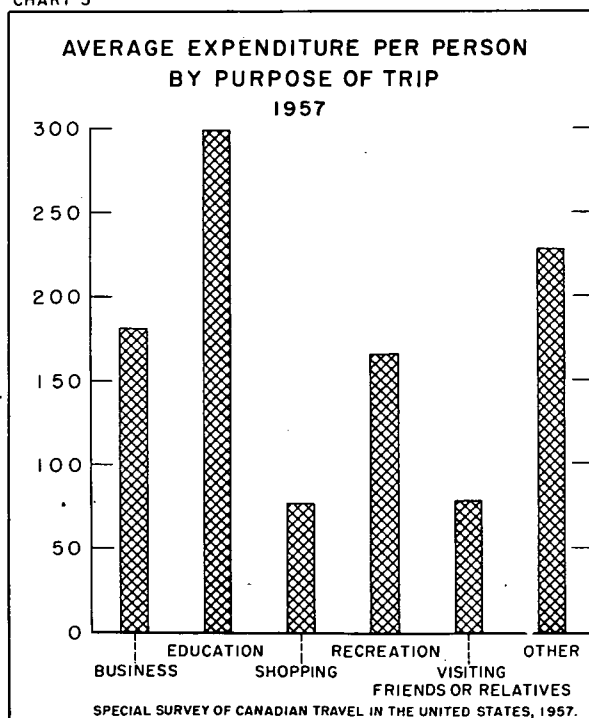


CHART 3



day was lower than business or shopping trips. Persons visiting friends or relatives reported the lowest average expenditures on a per person per day basis, and the average per visit also was lower than most other categories. With the exception of Canadians in the United States for their education, the group not already specified and referred to as "other" on the charts reported higher expenditures per visit than the groups already discussed. On a per person per day basis the average expenditures of this group were higher than persons reporting education or visits to friends or relatives, but lower than the other categories. Charts 2 and 3 show comparative data on average expenditure and average length of stay, according to purpose of visit:

In addition to the questions already discussed, Canadians were asked to give their destination in the United States. To simplify the process of tabulation, the state rather than the city or town to which they travelled was used. On questionnaires listing more than one destination, the state furthest from the International border was taken. Data appearing for states lying close to the border should be taken as minimal, since Canadians had to pass through states bordering Canada on their way farther south. Furthermore, as the sample does not include one and two-day traffic, a large number of visits to nearby states were also automatically excluded.

As shown in Table 9, the state of destination varies with the season of the year. During the first three months nearly 21 per cent of Canadian visitors to the United States covered in the sample went to Florida. In the second quarter of the year some 23 per cent of Canadians returning from the United States reported Florida as their destination. In the third quarter, between 3 and 4 per cent had been to Florida and nearly 5 per cent in the last three months of the year. In the aggregate for the year between 11 and 12 per cent gave Florida as their destination as compared with 10 per cent in 1956. As explained elsewhere in this report, the questionnaires are sent out to Canadians on their return from visits to the United States and, therefore, some of the figures for the first and second quarters are possibly from respondents who went to Florida during the last quarter of the previous year. Data for the year show that 26 per cent of the Canadians visiting the United States in 1957 did not go beyond New York state. Higher percentages appeared in the first and fourth quarters which would indicate either Christmas shopping or visits for the Christmas season extending into the first quarter of the new year. Comparable to the survey of the previous year, the state of Washington was declared as the destination by 11 per cent of the respondents. Although the seasonal peak was not so pronounced, the last half of the year rather than the first half revealed a higher percentage of destinations in Washington. On the yearly basis Michigan attracted nearly 9 per cent of the Canadian visitors but this percentage was somewhat higher in the fourth quarter. Over 5 per cent of the respondents listed California as their destination and, similar to Florida, visits to this area were considerably higher during the first half of the year.

The state of destination according to province of re-entry appears on Table 10. The states immediately south of the border attract the greater percentage of persons from bordering provinces. Over 33 per cent of the persons residing in the Atlantic provinces reported visits to Massachusetts many of which were to the city of Boston. Some 30 per cent of the re-entries to the Atlantic provinces reported visits to Maine and 15 per cent had been to New York state. Comparable data from the 1956 survey indicated 38 per cent to Massachusetts, 28 per cent to Maine and 15 per cent to New York state. Over 39 per cent of the re-entries through Quebec had not travelled beyond the state of New York, with between 12 and 13 per cent reporting visits to Florida and Massachusetts, respectively. Some 8 per cent of the re-entries through Quebec had not travelled beyond the state of Maine and 7 per cent gave Vermont as their destination. Approximately 34 per cent of the re-entries through Ontario gave the state of New York as their destination, while between 16 and 17 per cent had been to Florida and 16 per cent had not travelled beyond the state of Michigan. Minnesota had attracted about 39 per cent of the persons returning via Manitoba and 22 per cent had not travelled farther than the adjoining state of North Dakota. Over 24 per cent of the Canadians returning via

Saskatchewan listed North Dakota as their destination, and between 11 and 12 per cent had been to Michigan and Minnesota, respectively. Nearly 37 per cent of the re-entries through Alberta had not travelled beyond the neighbouring state of Montana, 14 per cent had been to the state of Washington and 13 per cent gave California as their destination. Comparable with the 1956 survey Canadians who re-entered through British Columbia had remained very close to the Pacific coast. Some 59 per cent had not gone beyond Washington, 19 per cent travelled to California and nearly 10 per cent gave Oregon as their destination.

Map 2 shows by areas the destinations in the United States given by respondents in the survey, irrespective of the type of transportation used or the season of the year. With the exception of the Middle and South Atlantic States the proportion of Canadian traffic visiting the other areas was much the same as in 1956. In 1957 the proportion of respondents reporting destinations in the Middle Atlantic States of New Jersey, New York and Pennsylvania amounted to 30.4 per cent, as compared with 32.5 per cent in 1956. At the same time, the South Atlantic States of Florida, Mississippi, Alabama, Georgia, North and South Carolina, the Virginias, Maryland, Delaware and the District of Columbia, increased their proportion of Canadian travel from 12.1 per cent in 1956 to 14.8 per cent in 1957, indicating that more Canadians were visiting states farther to the south. Although the proportion of Canadians reporting visits to the Middle Atlantic States declined some 2 per cent in 1957, more Canadians visited this group of states than any of the other areas appearing in Map 2. The additional travel to the South Atlantic States amounted to an increase of nearly 3 per cent when compared with 1956, making this area third in importance for 1957 rather than fourth as in the previous year. The East North Central States of Michigan, Ohio, Indiana, Illinois and Wisconsin received about 14 per cent of the visitors from Canada as compared with 15 per cent in 1956. The Pacific States of California, Oregon and Washington received the same proportion of Canadian travel as in the previous year, namely 18.4 per cent and remained second in importance as an area for Canadian travel. The Mountain Area, West South Central and East South Central Areas combined, which comprise a large part of the United States involving some 16 states, accounted for less than 4 per cent of the Canadian visits.

In all areas appearing in Map 2, a majority of the travellers returned to Canada by automobile. Areas close to the International border and areas without large centres of population tend to have a higher percentage of Canadians returning to Canada by automobile. In the Mountain Area, comprised of the states of Idaho, Montana, Wyoming, Nevada, Utah, Colorado, Arizona and New Mexico, more than three-quarters of their visitors returned to Canada by automobile.

DESTINATION OF CANADIANS IN THE UNITED STATES,
VISITS OF MORE THAN 48 HOURS, SPECIAL SURVEY 1957
(PERCENTAGE)



Travel Between Canada and Overseas Countries

Volume of Travel and Expenditures

Travel between Canada and overseas countries continued to show expansion during 1957 but the pattern changed somewhat from the previous year. The total number of entries by residents of overseas countries and Canadians returning from visits to overseas countries advanced about 15 per cent. At the same time, visits by residents of overseas countries advanced some 17 per cent as compared with a 10 per cent gain in the previous year, while re-entries by residents of Canada returning from visits overseas advanced about 14 per cent as compared with a gain of 19 per cent in the year 1956.

Expenditures involved in overseas travel also continued to show a definite expansion over the previous year. Receipts from overseas visitors advanced \$10 million to a total of \$38 million for the year; approximately 36 per cent higher than the previous record in 1956. Payments by Canadians advanced 14 per cent in 1957 to a total of \$122 million, comparable to the increase in the number of visits. The balance between receipts and payments stood at a debit balance of \$84 million, the highest on record. The debit balance in the overseas account amounted to more than half of Canada's deficit on travel account in 1957.

STATEMENT 25. Balance of Payments on Travel Account Between Canada and Overseas Countries, 1956-1957¹

Net Credits (+) Net Debits (-)

	All overseas countries		United Kingdom		Other sterling area		Other O.E.E.C. countries		All other countries	
	1956	1957	1956	1957	1956	1957	1956	1957	1956	1957
	\$ millions									
Receipts	28	38	14	18	4	5	6	10	4	5
Payments	107	122	46	47	8	11	41	48	12	16
Net balance	- 79	- 84	-32	-29	-4	- 6	-35	-38	- 8	-11

1. Subject to revision.

Overseas Visitors to Canada

In 1957 the non-resident visitors (other than immigrants) arriving in Canada direct from overseas countries through Canadian ports of entry numbered 36,600, an increase of nearly 20 per cent or approximately 6,000 more visits than in 1956. In addition to the number of visitors entering direct from overseas countries an estimated 25,000 arrived via the United States, an increase of around 3,000 or 14 per cent more than in 1956. The number of entries direct and by way of the United States amounted to 61,600, an increase of 9,000 visits or a total 17 per cent higher than the previous record established in 1956.

The type of oceanic transportation used by visitors to Canada reveals a trend towards a greater proportion of air travel. During the three year period prior to 1957 there appeared to be an established pattern that varied little from year to year. In 1957, however, some 19,000 of the visitors direct from overseas countries arrived by plane, representing nearly 52 per cent of the total. The remainder of our visitors from overseas, namely some 17,600 persons, arrived by ship. Prior to 1957 about 54 per cent of the visitors from overseas countries arrived by vessel and the remainder, representing approximately 46 per cent of the total, used planes

for oceanic transportation. Economy flights and improved service by plane, no doubt, have been influencing factors in a greater diversion to air travel.

The compilation of the number of visitors using Canadian carriers for transportation between Canada and overseas countries reveals a definite expansion. In 1957 between 42 and 43 per cent of the visitors from overseas countries arrived via Canadian air and steamship lines, as compared with 36 per cent in 1956 and 33 per cent in 1955. Although comparable data on visitors from overseas countries entering Canada via the United States has not been compiled, no doubt most of the expenditure for oceanic transportation would go to foreign carriers.

Normally, residents of the United Kingdom account for more than half of the visitors entering Canada direct from overseas. The percentage of the total originating in the United Kingdom, however, has been declining somewhat during the past three years. In 1955 the proportion of overseas visitors originating in the United Kingdom amounted to 57 per cent of the total. In 1956 this proportion dropped to 55 per cent and in 1957 it declined to less than 54 per cent. The proportion originating in other Commonwealth countries has remained fairly constant during the past three years. Approximately 12

per cent of the visitors from overseas originated in this group during 1957, compared with 13 per cent in 1956 and 12 per cent in 1955. A higher proportion, namely 27 per cent, originated in other European countries in 1957 as compared with 25 per cent in 1956, and the number originating in other countries remained unchanged at 7 per cent.

Receipts from residents of overseas countries travelling in Canada also set new records in 1957. Estimates show that \$38 million was received from

residents of overseas countries as compared with \$28 million in 1956, an increase of \$10 million or nearly 36 per cent. In 1956 and 1955 the corresponding rates of expansion in our receipts from overseas were 12 per cent and 14 per cent, respectively, indicating a substantial expansion percentagewise in 1957. Included in the receipts are transportation costs paid Canadian carriers covering fares between Canada and overseas countries. In 1957 transportation earnings amounted to over half of the total receipts in this category.

STATEMENT 26. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas Countries, by Type of Transportation, Principal Countries, 1956-1957

Country of residence	Arrivals by aeroplane		Arrivals by vessel		Total	
	1956	1957	1956	1957	1956	1957
England	5,302	7,016	7,787	8,179	13,089	15,195
Scotland	949	1,543	2,036	2,052	2,985	3,595
Northern Ireland	108	133	334	413	442	546
Wales	86	109	215	211	301	320
Lesser British Isles	9	19	45	37	54	56
Australia	448	534	790	781	1,238	1,315
British West Indies	617	850	85	128	702	978
Hong Kong	82	422	34	41	116	463
Bermuda	468	435	11	14	479	449
New Zealand	224	203	241	237	465	440
Union of South Africa	127	168	129	84	256	252
India	119	171	66	28	185	199
Other Commonwealth Countries	218	296	160	127	378	423
Germany	635	1,004	1,244	1,409	1,879	2,413
France	956	1,253	735	911	1,691	2,164
Netherlands	727	824	1,155	1,220	1,882	2,044
Switzerland	146	236	121	142	267	378
Italy	91	190	120	172	211	362
Belgium	133	138	123	157	256	295
Norway	179	81	135	164	314	245
Austria	50	64	142	147	192	211
Ireland (Republic)	68	100	90	100	158	200
Denmark	79	95	67	76	146	171
U.S.S.R.	26	158	—	2	26	160
Sweden	59	68	45	37	104	105
Other European Countries	331	537	146	411	477	948
Mexico	527	624	25	24	552	648
South America	485	584	49	44	534	628
Japan	171	165	39	63	210	228
Asia (not specified)	164	176	24	44	188	220
West Indies (not British)	128	163	10	15	138	178
Africa (not British)	68	97	112	62	180	159
Israel	102	114	68	45	170	159
Turkey	64	129	9	1	73	130
Other Countries	206	323	30	28	236	351

Canadian Travel Overseas

New records were also established in the number of visits to overseas countries by residents of Canada. Canadians returning direct from overseas numbered 119,900, an increase of 13,800 re-entries or approximately 13 per cent more than the previous year. The latest expansion is more moderate than usual as the rate of increase has been around 20 per cent each year since 1953. Re-entries direct to Canada were supplemented by an estimated 39,000 who returned via the United States making a total of 158,900, a gain of 19,800 visits in the aggregate or 14 per cent over the previous year.

Expenditures of Canadians in overseas countries reached \$122 million in 1957 to establish a new record some \$15 million higher than the previous one which was established in 1956. The new record represents a 14 per cent increase over the preceding year, but is a more moderate expansion than the 24 per cent gain recorded in 1956 when compared with 1955. For the first time since 1951 receipts from overseas visitors recorded a more substantial gain percentage-wise than the payments to overseas countries.

Prior to 1957 the United Kingdom received a greater proportion of the Canadian travel dollar than other overseas areas, although other European countries were improving their position in this respect. Estimates for 1957, however, reveal that other European countries received \$48 million from the Canadian travel account as compared with \$47 million to the United Kingdom. When compared with the previous year the United Kingdom received an additional \$1 million which represents an increase of 2 per cent, whereas the other European countries received an extra \$7 million which represents a gain of 17 per cent. Payments to countries in other sterling areas were 37 per cent higher, while the group referred to in Statement 25 as all other countries advanced some 33 per cent.

Transportation costs paid to non-Canadian carriers are included with the estimates of travel expenditures in overseas countries. Receipts by Canadian carriers do not represent a movement of funds out of Canada, consequently they are not included with expenditures of Canadians in overseas countries. In 1957 transportation costs to and from North America were between 46 and 47 per cent of the expenditures reported by Canadians returning direct from overseas countries. The proportion which was allocated to international transportation was practically unchanged from the previous year. Transportation costs incorporated in the overseas account include incidental expenses en route but do not include transportation within Canada. The proportion of transportation costs received by Canadian carriers declined slightly to 40 per cent of the total in 1957, as compared with 41 per cent in 1956 and 42 per cent in 1955. Surveys in the past three years have indicated that foreign carriers have improved their position receiving 58 per cent of the oceanic

transportation receipts from residents of Canada in 1955, 59 per cent in 1956 and 60 per cent of this item in 1957. Comparable data released by the United States Department of Commerce show that foreign carriers received 45 per cent of the overseas transportation costs paid by Americans, while carriers registered in the United States received 55 per cent. The breakdown according to type of transportation shows that in 1957 about 41 per cent of the expenditure on overseas transportation went for travel by vessel and 59 per cent was applied to travel by air. The rapid expansion of air travel to overseas countries during the past few years is revealed by yearly comparisons on the breakdown of receipts. In 1955 Canadian travel to overseas countries was fairly evenly distributed between air and vessel routes, but air routes received 56 per cent of the total in 1956 and 59 per cent in 1957. The amount received by vessel routes declined in the same proportion as the advances shown by air routes. Statement 27 gives some enlightenment as to the extent to which plane and vessel transportation has been utilized by Canadians returning direct from overseas during the past five years. Most Canadians returning by aeroplane from overseas re-enter Canada through the ports of Gander, Dorval, Malton and Vancouver, whereas re-entries by vessel are mainly through St. John's, Newfoundland; Halifax, Nova Scotia; Saint John, New Brunswick; Quebec, Montreal and Vancouver. In 1957 the ports reporting air traffic accounted for between 55 and 56 per cent of the re-entries as compared with 53 per cent in 1956. Other ports specified in Statement 27 accounted for between 41 and 42 per cent of the re-entries in 1957 as compared with 44 per cent in 1956 and 49 per cent in 1955. Ports not specified in the statement accounted for 3 per cent of the total in 1957 and 4 per cent in 1956. Data released by the United States Department of Commerce on the breakdown by type of transportation used by residents of the United States visiting Europe, indicate that 63 per cent travelled by plane and 37 per cent used ship for the transatlantic trip. Canadians returning through ports recording air traffic numbered 66,512 in 1957 compared with 56,404 in 1956, a gain of 10,108 visits or nearly 18 per cent. Residents of Canada returning via other ports specified in Statement 27 numbered 49,849 as compared with 46,065 in 1956, a gain of 3,784 or approximately 8 per cent.

The sample of Canadians returning direct from overseas countries was also asked to report their destinations on the questionnaires. Many respondents (particularly persons returning from visits to Europe) reported visits to several countries on one trip abroad making it necessary to record the information on the basis of the area visited rather than attempt to show the detail for each country separately. Data reported on destinations reveal that comparable to 1956 some 36 per cent of Canadians returning direct from overseas reported visits to the United Kingdom only, but visits to both the United Kingdom and other European countries

**STATEMENT 27. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-Entry, 1953-1957**

Port of re-entry	1953	1954	1955	1956	1957
Gander, Nfld.	9,457	8,529	9,729	1,925	3,254
Dorval, Que.	12,841	17,937	19,507	33,415	37,927
Malton, Ont.	4,158	7,036	7,823	13,592	15,962
Vancouver, B.C. (Aeroplane)....	1,924 ¹	3,183	4,523	7,472	9,369
St. John's, Nfld.	1,080	944	608	720	710
Halifax, N.S.	4,208	4,017	6,713	5,892	7,557
Saint John, N.B.	1,297	1,164	1,034	1,089	1,373
Quebec ² , Que.	24,796	27,673	33,408	37,182	38,877
Vancouver, B.C. (Vessel)	1	568	1,039	1,182	1,332
Other ports	1,721	2,507	3,635	3,625	3,541
Total all ports	61,482	73,538	88,019	106,094	119,902

1. Breakdown of entries by plane and vessel not available.

2. Many returning residents cleared at Quebec disembark at Montreal.

amounted to between 31 and 32 per cent of the total as compared with 33 per cent in 1956. Visits to European countries other than the United Kingdom advanced to 15 per cent of the total, whereas they accounted for 12 per cent of the total in the preceding year. Visits to the British West Indies were unchanged at 4 per cent, while visits to Mexico declined from 5 per cent in 1956 to 4 per cent in 1957. Visits to Bermuda represented 3 per cent of the total in 1957 as compared to 4 per cent in 1956. Visits to Hawaii were unchanged at 3 per cent of the total, while visits to other countries not specified were 3 per cent of the total as compared with 2 per cent in 1956. Less than 1 per cent visited each of the following areas: Central America and the non-British West Indies, South America, Australia and New Zealand. The information already presented on destination does not include Canadians who travelled to overseas countries and returned via the United States.

The destinations reported by respondents who travelled overseas during 1957 varied considerably according to the period of the year. In the third quarter of the year travel to Europe accounted for 94 per cent of the destinations reported, being made up of 39 per cent who visited the United Kingdom only, 39 per cent with visits to both the United Kingdom and continental Europe, and 16 per cent who went to Europe only. In the first quarter of the year 59 per cent of the travellers reported European destinations; 73 per cent in the second quarter; and 87 per cent in the last quarter of the year. Percentage-wise, travel to the British West Indies, Mexico and Hawaii was heavier in the first quarter of 1957 than at any other period of the year when 11 per cent of the respondents reported visits to the British West Indies, between 11 and 12 per cent to Mexico, and 8 per cent to Hawaii. Travel to these

areas was at a minimum in the third quarter of the year when less than 3 per cent of the respondents visited the three areas combined. The first and second quarters of the year attracted more visitors to Bermuda which was given as a destination by between 4 and 5 per cent and 7 per cent, respectively, of the respondents.

A further analysis of the sample data on destination by ports of entry follows: 42 per cent of the respondents who re-entered Canada at Gander and Dorval reported visits to the United Kingdom, while 33 per cent had visited the United Kingdom and continental Europe. Approximately 17 per cent visited European countries other than the United Kingdom, some 3 per cent reported visits to the British West Indies, while between 2 and 3 per cent had been to Bermuda. Furthermore, roughly 2 per cent gave destinations in the combined area of Mexico, Central America, South America, Australia and New Zealand.

Overseas travellers re-entering Canada at Malton reported fewer visits to Europe with some 19 per cent who had visited the United Kingdom, 7 per cent with visits to the United Kingdom and other European countries, and 8 per cent with destinations in continental Europe only. On the other hand, 23 per cent of the travellers re-entering at Malton reported destinations in Mexico, another 21 per cent had been to the British West Indies, while 18 per cent visited Bermuda. The remaining 4 per cent of the re-entrants had been to Central America, South America or other countries.

Of the respondents who re-entered Canada by aeroplane and ship at Vancouver approximately 40 per cent had visited Hawaii. Visits to Europe were next in importance being reported by 32 per cent of

the re-entrants. The European visits were composed of 12 per cent who visited the United Kingdom and other European countries, 10 per cent who went to the United Kingdom only, and 10 per cent with visits to continental Europe. Mexico was the destination of 12 per cent, while 7 per cent had been to Australia and New Zealand. About 1 per cent of the respondents reported visits to Central America and the non-British West Indies, with the remaining 8 per cent reporting visits to countries not already specified.

Roughly 41 per cent of the overseas travellers returning to Canada by ship at the St. Lawrence River and Atlantic Ports had visited in the United Kingdom, while the same percentage reported visiting the United Kingdom and continental Europe. Furthermore, 16 per cent had visited European countries other than the United Kingdom. The remaining 2 per cent of the re-entrants by ship reported visits to other areas overseas.

Destinations reported by Canadians returning from overseas via the United States varied somewhat from the destinations reported by persons returning direct. On a percentage basis more persons had visited Bermuda, the British West Indies, Mexico, Central America, and Hawaii which are closer to the United States and possibly encourage stop-overs en route.

The length of stay reported on the questionnaire by Canadians returning direct from overseas countries varied somewhat according to the destination. In 1957 the average length of stay reported by respondents returning from visits to the United Kingdom was 59 days as compared with 63 days in 1956. Persons returning by ship spent 82 days in the United Kingdom, while those using the aeroplane as a means of oceanic transportation averaged only 36 days.

The respondents who reported visiting both the United Kingdom and other European countries stayed abroad nearly 77 days. In 1956 the length of stay consisted of 38 days in the United Kingdom and 33 days in Europe, but in 1957 the length of stay in other European countries was extended to 39 days while the period spent in the United Kingdom remained at 38 days. Again, persons travelling by ship reported longer visits which amounted to 95 days, whereas plane passengers reported visits averaging 52 days. Both groups of travellers reported longer visits in 1957 than in 1956.

The length of stay reported by persons who had visited continental Europe only averaged 70 days in 1957, slightly under the 1956 figure. Plane travellers to this area averaged 45 days abroad, while persons returning by ship reported visits of nearly 97 days; the longest stay of any group of travellers except those returning by ship from Australia and New Zealand. Although respondents were asked to report the length of stay in each country there may

have been a tendency for many to include the number of days en route to or from North America, which would increase the length of visit for persons travelling by ship.

The average length of visit to other Commonwealth countries varied greatly. Respondents returning from Bermuda reported staying abroad 18 days, while visits to the British West Indies were extended to 27 days. Overseas travellers who had been to Australia or New Zealand reported 73 days abroad. Other countries frequently visited and the average length of stay reported were as follows: Mexico 21 days, Central America and the non-British West Indies 25 days, South America 29 days, and Hawaii 22 days.

Canadians travelling overseas via the United States reported some 5 days in the United States en route in addition to the length of visit abroad. Respondents travelling to the United Kingdom via the United States reported shorter visits abroad than re-entries direct, whereas persons visiting both the United Kingdom and other European countries reported visits of the same duration overseas. Persons returning from visits to other European countries via the United States reported staying abroad some 55 days compared to 70 days reported by respondents returning direct from the same area. Visits to Mexico were of the same duration whether the respondents returned direct or via the United States, while visits to Bermuda, the British West Indies and Central America were shorter when the respondents returned via the United States. On the other hand, respondents who returned via the United States after visiting South America or Hawaii reported visits of longer duration than those returning direct from these areas.

The purpose of trip for Canadian visits to overseas countries was recorded again during the past year. Questionnaires reporting more than one purpose of trip were weighted and combined with the forms which reported one purpose only, whereas in 1956 questionnaires reporting one purpose only were used. Approximately 42 per cent of the travellers to overseas countries had gone to visit friends or relatives, whereas in 1956 only 37 per cent had travelled for this reason. Between 40 and 41 per cent of the respondents reported recreation as their reason for overseas travel compared to 42 per cent in 1956. About 11 per cent travelled overseas for business, 4 per cent for education and more than 2 per cent for purposes of health. Some seasonal variation appeared in the purpose of visit reported. Business trips were a smaller percentage of the reasons for travel in the third quarter than at any other period of the year. The percentage of persons reporting recreation as their purpose of trip was highest in the first quarter and dropped slightly in each successive quarter, whereas visits to friends or relatives were lowest in the first quarter and increased progressively to a peak in the fourth quarter of the year as shown in Statement 28.

STATEMENT 28. Purpose of Visit Reported by Canadians Returning Direct from Overseas Countries, Compiled Quarterly, 1957

	Business	Education	Health	Recreation	Visiting friends or relatives
First quarter	12.9	2.6	3.7	45.6	35.2
Second quarter.....	11.6	3.5	3.9	43.9	37.1
Third quarter	8.5	5.5	1.1	39.4	45.5
Fourth quarter	14.0	3.5	1.8	33.2	47.5
Year	11.0	4.2	2.3	40.3	42.2

The purpose of trip to overseas countries varies according to the area visited. Between 73 and 74 per cent of the visitors to the United Kingdom and nearly 58 per cent of Canadian travellers to other European countries went to visit friends or relatives. The proportion visiting friends or relatives has been steadily increasing over the past three years. Comparable figures for 1956 were 66 per cent and 54 per cent, respectively, while in 1955, 60 per cent of the visits to the United Kingdom and 50 per cent of the visits to other European countries were to see friends or relatives.

Canadians returning from trips that took them to the United Kingdom and other European countries combined, reported a much higher percentage of visits for recreation than persons visiting each area separately. Nearly 46 per cent of the visits taking in both areas were for recreational purposes and 27 per cent went to visit friends or relatives. Persons visiting both areas also reported a much higher percentage of business trips. Some 18 per cent of this group reported business as their reason for overseas travel, whereas 12 per cent of the trips to European countries only and 8 per cent of the trips to the United Kingdom were for this reason.

Approximately 73 per cent of the respondents returning from other Commonwealth countries (mainly Bermuda and the British West Indies) reported recreation as their purpose of visit; 13 per cent went to visit friends or relatives; and 5 per cent had gone for reasons of health. Business trips to other Commonwealth countries in 1957 increased to account for more than 7 per cent of the trips to these areas compared to only 4 per cent in 1956.

The residue of countries in areas not already specified are grouped for convenience and listed as "other countries". More than 74 per cent of the visits in this group were for recreation, 11 per cent had gone to visit friends or relatives, and nearly 8 per cent were for business reasons. The most important countries included in the residual classification are: Mexico, Hawaii, Cuba, Puerto Rico, and the countries of South America. Some 87 per cent of the visits to Hawaii and 81 per cent of the visits to Mexico were for recreation. Business trips take 21 per cent of the visitors to Central America, and between 22 and 23 per cent of the visits to South America are for the same reason. Some 23 per cent of the visitors to Central America and 29 per cent of those travelling to South America re-

STATEMENT 29. Purpose of Visit Reported by Canadians Returning Direct from Overseas Countries, 1957

Destination reported	Business	Education	Health	Recreation	Visiting friends or relatives
United Kingdom only.....	7.6	1.4	1.4	16.1	73.5
U.K. and other European countries.....	17.6	8.5	1.1	45.8	27.0
Other European countries only	11.9	5.6	2.0	22.9	57.6
Other Commonwealth countries	7.2	1.2	5.4	73.0	13.2
All other countries	7.6	2.4	4.3	74.4	11.3
Grand total	11.0	4.2	2.3	40.3	42.2

ported visiting friends or relatives. Recreation attracted nearly 53 per cent of the visitors to Cuba and Puerto Rico, but only 39 per cent reported this reason for travelling to South America.

The purpose of visit for respondents returning from overseas countries via the United States is not given in detail but, however, some 59 per cent reported recreation as the purpose of trip, 22 per cent had gone to visit friends or relatives, while 12 per cent had been on business. Furthermore, some 59 per cent of the respondents returning to Canada via the United States reported they had travelled in groups of two or more and 41 per cent reported they had travelled alone, a pattern similar to the previous year. Some 63 per cent of the persons travelling for recreational reasons and 56 per cent of

the respondents visiting friends or relatives were in groups of two or more. Only 46 per cent of the respondents on business or educational trips were in groups.

A lower percentage of visits in groups was reported by respondents returning direct from trips to overseas countries in contrast to persons returning via the United States. Some 54 per cent reported travelling in groups of two or more, but this varied according to purpose of trip and transportation used. Roughly 52 per cent of the plane travellers were in groups, compared to 58 per cent of the persons travelling by ship. Nearly 59 per cent of the persons visiting friends or relatives, 54 per cent of the persons on recreation and 39 per cent of the respondents on business were in groups of two or more.

Quarterly Distribution of the Balance of Payments on Travel Account

Estimates of the quarterly distribution of the balance of payments on travel account for the past eight years appear in Statement 30. Receipts from residents of other countries travelling in Canada continue to be highly concentrated in the third quarter although this concentration was less pronounced during the past year. Third quarter receipts have varied from 57.3 per cent of the total for the year in 1951 to 54.3 per cent of the yearly total in 1957. The first quarter of the year is of least importance and usually accounts for about 8 per cent of the yearly receipts, a pattern that has changed little during the past eight years. The second and fourth quarters are relatively equal in importance and constitute between 35 and 38 per cent of the total for the year.

Payments are more evenly distributed throughout the year than receipts and although disbursements are heaviest in the third quarter the seasonal peak is not so pronounced. This is the only quarter of the year when payments are lower than receipts. Approximately 34 per cent of our payments for travel in other countries are made in the third quarter compared with more than half of our receipts appearing in that period. Compared with 1950, the first year shown in Statement 30, more of our payments are now appearing in the first and second quarters of the year. The expansion of winter travel to the southern states, no doubt, has been an important factor influencing this trend. Canadians returning

in the early months of the second quarter usually report higher average expenditures than at other periods of the year.

The balance of payments between credits and debits reveals some interesting trends when examined on a quarterly basis. The customary credit balance of the third quarter has gradually diminished from \$73 million in 1950 to \$19 million in 1957. At the same time, the debit balance of the other quarters of the year has advanced from \$24 million in 1950 to \$181 million in 1957. Although all three quarters show a considerable increase in the debit balance, it is more pronounced in the second quarter than in the first or fourth quarters. In the period from 1950 to 1956 the debit balance of the second quarter advanced some \$61 million, declining to \$59 million for the year 1957. The increase in the debit balance was also quite substantial in the first quarter, advancing from \$13 million in 1950 to \$69 million in 1957, or approximately \$56 million. Data for the fourth quarter show that the debit balance increased from \$4 million in 1950 to \$48 million in 1956, with a decline of \$2 million appearing in 1957. The seasonal nature of travel between Canada and other countries still remains a problem as the high concentration of visitors from the United States in the third quarter tends to discourage investment in an industry where revenue is more or less restricted during a number of months of the year.

**STATEMENT 30. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1950-1957¹**

	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	\$ millions				
Quarterly receipts:					
1950	23	51	152	49	275
1951	23	51	157	43	274
1952	24	53	156	42	275
1953	26	57	172	47	302
1954	24	59	172	50	305
1955	26	66	182	54	328
1956	26	65	191	55	337
1957 ¹	31	76	197	59	363
Per cent of year:					
1950	8.4	18.5	55.3	17.8	100.0
1951	8.4	18.6	57.3	15.7	100.0
1952	8.7	19.3	56.7	15.3	100.0
1953	8.6	18.9	58.9	15.6	100.0
1954	7.9	19.3	56.4	16.4	100.0
1955	7.9	20.1	55.5	16.5	100.0
1956	7.7	19.3	56.7	16.3	100.0
1957 ¹	8.5	20.9	54.3	16.3	100.0
Quarterly payments:					
1950	36	58	79	53	226
1951	54	74	96	56	280
1952	63	97	110	71	341
1953	68	95	124	78	365
1954	65	102	134	88	389
1955	78	119	156	96	449
1956	93	133	169	103	498
1957 ¹	100	142	178	105	525
Per cent of year:					
1950	15.9	25.7	35.0	23.4	100.0
1951	19.3	26.4	34.3	20.0	100.0
1952	18.5	28.4	32.3	20.8	100.0
1953	18.6	26.0	34.0	21.4	100.0
1954	16.7	26.2	34.5	22.6	100.0
1955	17.4	26.5	34.7	21.4	100.0
1956	18.7	26.7	33.9	20.7	100.0
1957 ¹	19.1	27.0	33.9	20.0	100.0
Quarterly Balance (Net Credits + Net Debits -)					
1950	- 13	- 7	+ 73	- 4	+ 49
1951	- 31	- 23	+ 61	- 13	- 6
1952	- 39	- 44	+ 46	- 29	- 66
1953	- 42	- 38	+ 48	- 31	- 63
1954	- 41	- 43	+ 38	- 38	- 84
1955	- 52	- 53	+ 26	- 42	- 121
1956	- 67	- 68	+ 22	- 48	- 161
1957 ¹	- 69	- 66	+ 19	- 46	- 162

1. Subject to revision.

STATISTICAL TABLES

TABLE 1. Number of and Expenditures by Non-Resident Motorists Travelling on Customs Permits¹ Who Departed from Canada in 1957, Classified by Length of Visit

Days stay	Number of permits	% of total permits	Average expenditure per car	Estimated expenditures	% of total expenditures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1	879,771	35.36	8.55	7,522,042	5.58	879,771	8.55
2	514,215	20.67	20.32	10,448,849	7.76	1,028,430	10.16
3	284,002	11.41	47.91	13,606,536	10.10	852,006	15.97
4	178,630	7.18	69.66	12,443,366	9.24	714,520	17.42
5	124,729	5.01	90.04	11,230,599	8.34	623,645	18.01
6	86,213	3.46	106.96	9,221,342	6.85	517,278	17.83
7	73,831	2.97	123.85	9,143,969	6.79	516,817	17.69
8	80,593	3.24	130.83	10,543,982	7.83	644,744	16.35
9	48,145	1.94	142.54	6,862,588	5.09	433,305	15.84
10	30,948	1.24	152.99	4,734,735	3.51	309,480	15.30
11	22,680	0.91	157.60	3,574,368	2.65	249,480	14.33
12	17,956	0.72	164.43	2,952,505	2.19	215,472	13.70
13	16,138	0.65	169.31	2,732,325	2.03	209,794	13.02
14	16,764	0.67	173.30	2,905,201	2.16	234,696	12.38
15	17,645	0.71	171.60	3,027,882	2.25	264,675	11.44
16	10,369	0.42	174.33	1,807,628	1.34	165,904	10.90
17	6,856	0.28	180.41	1,236,891	0.92	116,552	10.61
18	4,755	0.19	189.49	901,025	0.67	85,590	10.53
19	3,928	0.16	197.80	776,958	0.58	74,632	10.41
20	3,415	0.14	200.44	684,503	0.51	68,300	10.02
21	3,293	0.13	205.72	677,436	0.50	69,153	9.80
22	3,219	0.13	205.84	662,599	0.49	70,818	9.36
23	2,324	0.09	201.61	468,542	0.35	53,452	8.77
24	2,038	0.08	207.83	423,558	0.31	48,912	8.66
25	1,732	0.07	196.83	340,910	0.25	43,300	7.87
26	1,631	0.06	197.51	322,139	0.24	42,406	7.60
27	1,616	0.06	203.32	328,565	0.24	43,632	7.53
28	1,731	0.07	191.05	330,708	0.25	48,468	6.82
29	1,914	0.08	199.18	381,231	0.28	55,506	6.87
30 - 39	11,646	0.47	157.36	1,832,615	1.36	389,094	4.71
40 - 49	4,968	0.20	238.02	1,182,483	0.88	219,433	5.39
50 - 59	3,914	0.16	253.88	993,686	0.74	213,415	4.66
60 - 69	4,295	0.17	216.36	929,266	0.69	274,544	3.38
70 - 79	2,520	0.10	313.92	791,078	0.59	187,551	4.22
80 - 89	2,286	0.09	360.12	823,234	0.61	193,364	4.26
90 - 99	1,854	0.08	362.03	671,204	0.50	174,427	3.85
100 - 119	2,388	0.10	414.09	988,847	0.73	260,373	3.80
120 - 139	2,069	0.08	468.31	968,933	0.72	266,345	3.64
140 - 169	3,024	0.12	475.57	1,438,124	1.07	467,526	3.08
170 - 199	3,925	0.16	465.08	1,825,439	1.35	719,928	2.54
200-over	4,131	0.17	475.41	1,963,919	1.46	1,140,790	1.72
Total	2,488,101	100.00	54.14	134,701,810²	100.00	13,187,528	10.21
Average length of stay						per car 5.30	

1. Exclusive of commuters, summer residents and locals.

2. Expenditure data in this table are calculated on a Dominion basis, hence do not agree with similar data in Statement 3 which are calculated on a provincial basis.

TABLE 1A. Number of and Average Expenditure Per Day by Non-Resident Motorists Travelling on Customs Permits¹ Who Departed from Canada in 1957, Classified by Length of Visit

Days stay	Average persons per car	Number of persons	Number of person-days	Average expenditure per person per day
				\$
1	3. 16	2, 783, 209	2, 783, 209	2. 70
2	2. 89	1, 485, 451	2, 970, 902	3. 52
3	2. 84	805, 517	2, 416, 551	5. 63
4	2. 80	499, 760	1, 999, 040	6. 22
5	2. 78	346, 919	1, 734, 595	6. 47
6	2. 79	240, 786	1, 444, 716	6. 38
7	2. 91	214, 717	1, 503, 019	6. 08
8	3. 09	248, 842	1, 990, 736	5. 30
9	2. 95	141, 984	1, 277, 856	5. 37
10	2. 83	87, 497	874, 970	5. 41
11	2. 78	62, 995	692, 945	5. 16
12	2. 77	49, 734	596, 808	4. 95
13	2. 83	45, 606	592, 878	4. 61
14	2. 93	49, 044	686, 616	4. 23
15	3. 04	53, 726	805, 890	3. 76
16	2. 86	29, 613	473, 808	3. 82
17	2. 68	18, 385	312, 545	3. 96
18	2. 60	12, 348	222, 264	4. 05
19	2. 58	10, 136	192, 584	4. 03
20	2. 56	8, 733	174, 660	3. 92
21	2. 54	8, 349	175, 329	3. 86
22	2. 64	8, 483	186, 626	3. 55
23	2. 52	5, 859	134, 757	3. 48
24	2. 45	4, 992	119, 808	3. 54
25	2. 32	4, 019	100, 475	3. 39
26	2. 31	3, 771	98, 046	3. 29
27	2. 38	3, 844	103, 788	3. 17
28	2. 39	4, 138	115, 864	2. 85
29	2. 38	4, 558	132, 182	2. 88
30- 39	2. 37	27, 606	922, 316	1. 99
40- 49	2. 41	11, 997	529, 907	2. 23
50- 59	2. 34	9, 161	499, 549	1. 99
60- 69	2. 26	9, 696	619, 768	1. 50
70- 79	2. 35	5, 933	441, 593	1. 79
80- 89	2. 30	5, 259	444, 859	1. 85
90- 99	2. 24	4, 153	390, 714	1. 72
100-119	2. 36	5, 631	613, 948	1. 61
120-139	2. 33	4, 822	620, 736	1. 56
140-169	2. 37	7, 179	1, 109, 945	1. 30
170-199	2. 32	9, 106	1, 670, 223	1. 09
200-over	2. 58	10, 669	2, 946, 244	0. 67
Total	2. 96	7, 354, 227	35, 723, 269	3. 77
Average length of stay			per person 4. 86	

1. Exclusive of commuters, summer residents and locals.

TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada During the Calendar Year 1937, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
Section 1. Traffic within Ontario:					
(a) St. Lawrence River Ports	Fort Erie and Niagara Falls	777	3, 228	9, 461	13, 466
	Lake Erie Ports	—	1	2	3
	St. Clair and Detroit River Ports	526	2, 478	2, 538	5, 542
	Sault Ste. Marie	128	1, 027	1, 028	2, 183
	Western Ontario Ports	—	1	59	60
	St. Lawrence River Ports	23, 892	14, 476	66, 666	105, 034
	All Ports in Canada	26, 955	25, 260	92, 979	145, 194
(b) Fort Erie and Niagara Falls	St. Lawrence River Ports	1, 474	7, 921	17, 076	26, 471
	Lake Erie Ports	7	39	50	96
	St. Clair and Detroit River Ports	105, 118	62, 905	17, 063	185, 086
	Sault Ste. Marie	56	902	3, 063	4, 021
	Western Ontario Ports	—	6	260	266
	Fort Erie and Niagara Falls	180, 150	86, 391	189, 826	456, 367
	All Ports in Canada	286, 882	159, 134	246, 933	692, 949
(c) Lake Erie Ports	St. Lawrence River Ports	—	—	11	11
	Fort Erie and Niagara Falls	10	20	79	109
	St. Clair and Detroit River Ports	91	27	129	247
	Sault Ste. Marie	—	—	6	6
	Western Ontario Ports	—	—	1	1
	Lake Erie Ports	1	13	504	518
	All Ports in Canada	102	60	736	898
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports	485	2, 228	3, 848	6, 561
	Fort Erie and Niagara Falls	101, 987	62, 512	23, 842	188, 341
	Lake Erie Ports	43	40	50	133
	Sault Ste. Marie	22	365	6, 319	6, 706
	Western Ontario Ports	—	1	239	240
	St. Clair and Detroit River Ports	152, 503	47, 078	116, 538	316, 119
	All Ports in Canada	255, 069	112, 594	161, 916	529, 579
(e) Sault Ste. Marie	St. Lawrence River Ports	212	1, 197	1, 318	2, 727
	Fort Erie and Niagara Falls	84	1, 671	3, 980	5, 735
	Lake Erie Ports	—	—	7	7
	St. Clair and Detroit River Ports	21	380	4, 974	5, 375
	Western Ontario Ports	—	17	276	293
	Sault Ste. Marie	4, 168	3, 872	24, 556	32, 596
	All Ports in Canada	4, 532	7, 820	38, 748	51, 100
(f) Western Ontario Ports	St. Lawrence River Ports	—	2	77	79
	Fort Erie and Niagara Falls	—	—	309	309
	Lake Erie Ports	—	—	1	1
	St. Clair and Detroit River Ports	—	1	199	200
	Sault Ste. Marie	20	14	359	393
	Western Ontario Ports	7, 741	8, 939	45, 564	62, 244
	All Ports in Canada	7, 939	10, 389	51, 794	70, 122

TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada During the Calendar Year 1957, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit - Continued

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
Section II. Traffic from Ontario to Other Provinces:					
St. Lawrence River Ports	All Ports in Quebec	1,621	3,973	11,769	17,363
All Ports in Ontario West of Kingston and East of Port Arthur	All Ports in Quebec	143	1,909	30,325	32,377
All Ports in Ontario	All Ports in Quebec	1,765	5,882	42,233	49,880
	All Ports in the Maritime Provinces	21	188	5,203	5,412
	All Ports in Manitoba	174	1,406	3,937	5,517
All Ports in Western Ontario	All Ports in Manitoba	174	1,404	3,845	5,423
All Ports in Ontario	All Ports in Ontario	579,516	307,752	540,278	1,427,546
	All Ports in Canada	581,479	315,257	593,106	1,489,842
Section III. Traffic from the Maritime Provinces to Other Provinces:					
All Ports in the Maritime Provinces ..	All Ports in Quebec	534	549	4,215	5,298
	All Ports in Ontario	65	200	3,137	3,402
	All Ports in the Maritime Provinces	58,553	23,117	77,496	159,166
	All Ports in Canada	59,152	23,868	84,871	167,891
Section IV. Traffic from Quebec to Other Provinces:					
All Ports in Quebec	All Ports in Ontario on the St. Lawrence River	1,655	3,487	9,019	14,161
	All Ports in Ontario West of Kingston and East of Port Arthur	189	1,453	17,452	19,094
	All Ports in Ontario	1,844	4,940	26,520	33,304
	All Ports in the Maritime Provinces	701	526	6,684	7,911
	All Ports in Quebec	134,892	83,798	157,721	376,411
	All Ports in Canada	137,437	89,264	190,990	417,691
Section V. Traffic from Manitoba to Other Provinces:					
All Ports in Manitoba	All Ports in Ontario	86	1,011	3,923	5,020
	All Ports in Western Ontario	86	1,011	3,844	4,941
	All Ports in Saskatchewan	83	85	897	1,065
	All Ports in Alberta	1	28	909	938
	All Ports in British Columbia	—	3	747	750
	All Ports in Yukon Territory	—	—	190	190
	All Ports in Manitoba	13,917	7,624	19,080	40,621
	All Ports in Canada	14,087	8,751	25,760	48,598

TABLE 2. Number of Non-Resident Automobiles Travelling on Customs Permits¹ Which Departed from Canada During the Calendar Year 1957, Grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit - Concluded

Ports of entry	Ports of exit	Number of permits by length of stay			Total
		1 day	2 days	3 days and over	
Section VI. Traffic from Saskatchewan to Other Provinces:					
All Ports in Saskatchewan	All Ports in Manitoba	100	104	1,121	1,325
	All Ports in Alberta	6	75	1,031	1,112
	All Ports in British Columbia	—	22	743	765
	All Ports in Yukon Territory	—	—	378	378
	All Ports in Saskatchewan	4,762	3,110	10,096	17,968
	All Ports in Canada	4,868	3,330	13,780	21,978
Section VII. Traffic from Alberta to Other Provinces:					
All Ports in Alberta	All Ports in Manitoba	—	40	1,353	1,393
	All Ports in Saskatchewan	9	99	1,099	1,207
	All Ports in British Columbia	258	1,215	10,813	12,286
	All Ports in Yukon Territory	—	12	4,424	4,436
	All Ports in Alberta	8,090	4,570	15,079	27,739
	All Ports in Canada	8,358	5,941	33,736	48,035
Section VIII. Traffic from British Columbia to Other Provinces:					
All Ports in British Columbia	All Ports in Manitoba	—	12	618	630
	All Ports in Saskatchewan	1	8	468	477
	All Ports in Alberta	176	718	8,510	9,404
	All Ports in Yukon Territory	120 ²	243 ²	4,773	5,136
	All Ports in British Columbia	73,883	66,361	127,235	267,479
	All Ports in Canada	74,180	67,343	142,029	283,552
Section IX. Traffic from Yukon Territory to Other Provinces:					
All Ports in Yukon Territory	All Ports in Manitoba	—	—	243	243
	All Ports in Saskatchewan	—	—	323	323
	All Ports in Alberta	—	14	4,030	4,044
	All Ports in British Columbia	111 ²	266 ²	4,689	5,066
	All Ports in Yukon Territory	99	181	466	746
	All Ports in Canada	210	461	9,843	10,514

1. Exclusive of commuters, summer residents and locals.

2. Refers to traffic between Pleasant Camp, B.C., and Snag Creek, Y.T.

TABLE 3. Average Declared Expenditure Per Car, Total Expenditures in Canada of Non-Resident Permit-Holding Motorists¹ Who Departed in 1957, Average Length of Visit and Average Expenditure Per Car Per Day, Classified by U.S. Federal States of Registration

State of origin	Entries on customs permits as % of automobile registrations	Average declared expenditure per car	Total expenditure	Average length of visit	Average expenditure per car per day
	%	\$	\$	(days)	\$
Alabama	0.5	66.76	283,463	9.81	6.80
Arizona	0.8	124.41	369,498	13.13	9.47
Arkansas	0.3	90.61	136,459	14.95	6.06
California	1.2	107.16	7,597,430	7.93	13.51
Colorado	1.0	87.05	532,050	7.74	11.25
Connecticut	5.8	71.26	3,645,662	5.23	13.62
Delaware	2.5	100.63	332,783	6.40	15.73
Dist. of Columbia	2.2	99.07	382,509	7.21	13.74
Florida	1.3	104.89	2,283,036	14.26	7.36
Georgia	0.4	72.78	290,974	11.55	6.30
Idaho	3.2	74.67	574,287	8.02	9.31
Illinois	2.3	89.13	6,179,650	6.15	14.50
Indiana	2.0	70.43	2,191,218	5.68	12.40
Iowa	1.7	103.42	1,768,379	6.48	15.96
Kansas	1.0	83.61	675,987	7.83	10.67
Kentucky	0.7	71.59	424,099	7.86	9.11
Louisiana	0.4	105.81	390,651	16.28	6.50
Maine	44.9	25.75	3,156,409	7.46	3.45
Maryland	1.7	89.26	1,314,711	6.33	14.11
Massachusetts	7.5	82.64	9,119,241	6.14	13.46
Michigan	16.4	31.91	14,705,685	4.74	6.74
Minnesota	4.6	68.93	3,744,829	6.12	11.26
Mississippi	0.3	115.30	174,103	20.22	5.70
Missouri	1.0	90.79	1,100,647	7.48	12.14
Montana	8.7	58.70	1,252,071	5.01	11.73
Nebraska	1.2	102.06	604,195	7.79	13.10
Nevada	1.1	118.64	147,588	11.69	10.15
New Hampshire	17.6	42.88	1,407,322	4.07	10.53
New Jersey	3.5	93.25	6,147,564	5.59	16.70
New Mexico	0.6	95.83	164,061	12.74	7.52
New York	13.3	53.62	30,346,185	7.47	7.18
North Carolina	0.5	70.46	403,806	10.40	6.77
North Dakota	13.0	42.59	1,186,813	5.49	7.76
Ohio	4.6	76.33	11,610,327	6.51	11.72
Oklahoma	0.6	126.42	598,725	14.15	8.94
Oregon	4.3	97.10	2,730,646	6.52	14.88
Pennsylvania	3.7	75.23	9,644,035	5.54	13.58
Rhode Island	5.4	72.83	1,094,198	5.77	12.63
South Carolina	0.4	79.14	191,598	10.55	7.50
South Dakota	1.5	109.09	391,633	6.76	16.14
Tennessee	0.5	64.10	326,461	7.81	8.21
Texas	0.4	107.49	1,520,446	12.09	8.89
Utah	1.5	81.84	357,968	6.62	12.36
Vermont	78.1	15.29	1,378,545	3.57	4.28
Virginia	1.0	81.94	926,987	8.87	9.24
Washington	18.2	53.22	9,717,919	4.16	12.78
West Virginia	1.3	76.54	460,005	6.78	11.29
Wisconsin	2.5	82.01	2,504,913	5.59	14.67
Wyoming	1.3	94.21	149,040	9.97	9.45

1. Including commuters, summer residents and locals.

TABLE 4. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits¹ Through Provinces Indicated and Which Departed in 1957, Classified by United States Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ¹	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	30	281	490	2,862	71	30	161	294	27	4,246
Arizona	15	74	127	1,067	94	81	422	1,029	61	2,970
Arkansas	27	67	88	911	63	40	97	191	22	1,506
California	126	794	1,926	14,341	1,317	889	6,207	44,512	786	70,898
Colorado	14	131	248	1,983	223	289	1,283	1,837	104	6,112
Connecticut	728	8,789	24,526	16,640	43	20	175	226	13	51,160
Delaware	58	285	863	1,975	15	3	49	52	7	3,307
Dist. of Columbia ..	59	315	1,041	2,274	17	9	57	86	3	3,861
Florida	196	1,658	3,677	14,334	284	117	548	855	97	21,766
Georgia	51	350	605	2,529	55	20	105	266	17	3,998
Idaho	4	100	72	507	65	84	1,182	5,592	85	7,691
Illinois	188	1,202	3,126	58,092	2,031	562	2,133	1,882	117	69,333
Indiana	110	571	1,158	27,468	384	166	565	605	85	31,112
Iowa	36	181	465	12,523	1,380	669	898	863	84	17,099
Kansas	22	629	327	4,363	724	318	662	979	61	8,085
Kentucky	33	269	294	4,927	61	32	112	173	23	5,924
Louisiana	42	159	441	2,220	109	81	240	356	44	3,692
Maine	678	92,422	25,670	3,689	18	9	39	42	12	122,579
Maryland	248	1,008	3,201	9,734	81	22	175	242	18	14,729
Massachusetts	3,153	24,657	50,883	30,824	91	62	289	354	36	110,349
Michigan	194	1,400	3,227	451,357	1,248	471	1,360	1,410	163	460,830
Minnesota	36	215	742	32,736	15,215	1,706	2,190	1,355	133	54,328
Mississippi	30	108	157	827	69	41	120	137	21	1,510
Missouri	65	285	488	8,777	635	171	778	859	65	12,123
Montana	3	18	56	565	268	5,152	12,377	2,774	117	21,330
Nebraska	23	144	210	3,015	750	412	580	731	55	5,920
Nevada	10	19	45	348	32	22	157	582	29	1,244
New Hampshire	264	2,656	26,051	3,759	7	5	34	36	8	32,820
New Jersey	907	4,908	21,200	37,506	142	50	491	603	48	65,855
New Mexico	20	86	101	684	53	77	273	391	27	1,712
New York	1,980	9,348	126,047	425,988	349	103	980	1,077	77	565,949
North Carolina	83	444	791	3,982	51	27	115	217	21	5,731
North Dakota	11	55	66	1,582	17,871	7,402	542	300	37	27,866
Ohio	351	1,896	4,966	142,132	430	166	1,037	1,022	107	152,107
Oklahoma	39	118	211	2,424	341	250	590	724	39	4,736
Oregon	20	135	213	1,192	192	203	1,096	24,795	276	28,122
Pennsylvania	757	4,622	13,998	106,932	213	112	625	827	108	128,194
Rhode Island	226	1,849	8,367	4,474	10	5	32	59	2	15,024
South Carolina	29	190	450	1,492	24	12	67	136	21	2,421
South Dakota	11	19	71	1,326	950	514	377	294	28	3,590
Tennessee	58	212	450	3,891	96	24	150	190	22	5,093
Texas	95	673	1,120	6,963	615	392	1,796	2,302	189	14,145
Utah	1	27	140	709	52	56	1,580	1,756	53	4,374
Vermont	79	749	86,121	3,104	12	6	27	58	4	90,160
Virginia	178	960	2,189	7,240	102	21	188	410	25	11,313
Washington	23	104	285	2,005	267	321	2,619	176,558	437	182,599
West Virginia	35	176	245	5,364	19	10	47	103	11	6,010
Wisconsin	42	294	790	25,506	1,396	510	1,071	839	96	30,544
Wyoming	12	30	32	235	56	208	564	407	38	1,582
Total U.S.	11,400	165,682	418,037	1,499,378	48,591	21,952	47,262	281,388	3,959	2,497,649
Other Countries²	32	79	466	1,318	73	85	806	2,552	6,560	11,971
Grand Total	11,432	165,761	418,503	1,500,696	48,664	22,037	48,068	283,940	10,519	2,509,620

1. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

2. Other Countries comprise: Alaska 10,057, Argentina 11, Australia 4, Austria 1, Bahamas 26, Belgium 14, Bermuda 16, Bolivia 5, Brazil 7, British West Indies 2, Chile 2, China 10, Colombia 7, Costa Rica 1, Cuba 103, Denmark 15, Ecuador 1, England 205, France 93, Germany 262, Greece 1, Guam 11, Guatemala 5, Haiti 2, Hawaiian Islands 579, Hong Kong 7, Iceland 1, Iran 2, Ireland 4, Italy 14, Jamaica 5, Japan 53, Java 3, Jordan 1, Lebanon 1, Mexico 143, Netherlands 31, Netherlands Antilles 16, New Zealand 2, Nicaragua 1, Norway 5, Okinawa 1, Panama Canal Zone 140, Peru 3, Philippine Islands 2, Puerto Rico 13, St. Pierre and Miquelon 4, Salvador 1, Scotland 1, South Africa 19, Sweden 8, Switzerland 29, Trinidad 1, Uruguay 1, Venezuela 8, Virgin Islands 10, Wales 1.

TABLE 5. Number of Non-Resident Automobiles Which Entered Canada on Customs Permits¹ Through Provinces Indicated, and Which Departed in 1957 After Remaining Three Days or Over, Classified by U.S. Federal States or Countries of Registration

State	Nfld. ² P.E.I. N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total	Long-term visits ⁴
											%
Alabama	29	106	218	685	51	28	141	154	26	1,438	34
Arizona	15	31	71	467	74	67	313	627	60	1,725	58
Arkansas	27	30	49	256	46	36	82	92	22	640	42
California	124	500	1,285	5,339	1,072	793	4,933	29,728	747	44,521	63
Colorado	12	74	148	654	151	221	1,007	995	101	3,363	55
Connecticut	708	5,543	16,168	6,354	39	18	144	141	13	29,128	57
Delaware	56	197	573	939	13	3	38	32	5	1,856	56
Dist. of Col.	57	220	764	1,200	16	8	45	50	3	2,363	61
Florida	190	1,043	2,359	6,782	202	97	483	547	86	11,789	54
Georgia	50	175	333	936	41	15	82	138	17	1,787	45
Idaho	3	21	26	116	47	68	761	3,044	83	4,169	54
Illinois	183	732	2,308	31,858	1,661	497	1,740	964	115	40,058	58
Indiana	109	329	767	13,450	292	139	453	295	82	15,916	51
Iowa	35	88	300	7,789	966	578	648	383	80	10,867	64
Kansas	22	143	195	1,768	471	226	471	387	58	3,741	46
Kentucky	32	114	197	2,097	46	26	92	89	22	2,715	46
Louisiana	42	72	240	813	76	56	189	155	41	1,684	46
Maine	647	20,402	12,206	997	10	8	27	27	11	34,335	28
Maryland	239	734	2,260	4,637	63	18	141	151	17	8,260	56
Massachusetts	3,093	20,944	34,411	10,367	75	42	240	222	35	69,429	63
Michigan	190	1,025	2,261	122,098	1,122	441	1,198	884	158	129,377	28
Minnesota	36	144	373	16,239	6,933	1,475	1,533	753	126	27,612	51
Mississippi	30	37	83	301	49	35	96	50	21	702	46
Missouri	65	151	339	3,960	428	138	580	406	65	6,132	51
Montana	3	14	27	196	187	2,635	5,925	1,503	99	10,589	50
Nebraska	23	52	116	1,496	532	343	431	290	54	3,337	56
Nevada	10	13	23	150	18	18	131	425	28	816	66
New Hampshire	261	1,952	12,015	953	6	5	29	25	8	15,254	46
New Jersey	891	3,653	14,544	19,055	118	48	416	372	47	39,144	59
New Mexico	20	39	60	215	32	63	198	196	26	849	50
New York	1,938	7,309	51,740	150,315	302	91	859	669	70	213,293	38
North Carolina	82	240	507	1,701	33	18	96	106	21	2,804	49
North Dakota	11	16	32	775	6,999	3,140	392	201	36	11,602	42
Ohio	347	1,212	3,407	88,794	368	154	845	518	98	95,743	63
Oklahoma	38	56	114	1,031	259	185	453	308	38	2,482	52
Oregon	20	66	129	443	144	165	848	16,978	258	19,051	68
Pennsylvania	751	2,889	9,235	59,834	179	87	518	431	104	74,028	58
Rhode Island	222	1,447	6,231	1,351	9	5	28	39	1	9,333	62
South Carolina	29	95	236	490	14	9	57	77	21	1,028	42
South Dakota	11	9	32	621	654	448	261	135	26	2,197	61
Tennessee	57	94	242	1,060	72	19	111	94	21	1,770	35
Texas	94	243	574	2,350	425	311	1,388	1,104	182	6,671	47
Utah	1	15	65	182	32	44	1,138	820	44	2,341	54
Vermont	79	492	11,213	940	10	6	23	25	4	12,792	14
Virginia	175	543	1,408	3,353	81	18	157	207	24	5,966	53
Washington	23	62	168	710	211	276	1,936	74,589	411	78,386	43
West Virginia	35	75	135	2,886	16	8	41	32	9	3,237	54
Wisconsin	42	172	544	13,598	1,013	436	842	456	94	17,197	56
Wyoming	12	13	19	80	40	134	392	208	37	935	59
Total U.S.	11,169	73,626	190,750	592,681	25,698	18,699	32,952	140,122	3,755	1,084,452	43
Other Countries³	26	50	240	425	62	81	784	1,907	6,088	9,663	81
Grand Total	11,195	73,676	190,990	593,106	25,760	13,780	33,736	142,029	9,843	1,094,115	44
Long term visits ⁴	98	44	46	40	53	63	70	50	94	44	—

1. Exclusive of commuters, summer residents and locals.

2. Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

3. Other Countries comprise: Alaska 8,746, Argentina 8, Australia 3, Austria 1, Bahamas 20, Belgium 13, Bermuda 8, Bolivia 4, Brazil 6, British West Indies 2, Chile 2, China 1, Colombia 5, Costa Rica 1, Cuba 65, Denmark 4, Ecuador 1, England 97, France 46, Germany 72, Greece 1, Guam 3, Guatemala 3, Haiti 2, Hawaiian Islands 256, Hong Kong 7, Iceland 3, Iran 2, Italy 10, Jamaica 4, Japan 26, Java 3, Lebanon 1, Mexico 92, Netherlands 26, Netherlands Antilles 13, New Zealand 1, Nicaragua 1, Norway 2, Okinawa 1, Panama Canal Zone 47, Philippine Islands 2, Puerto Rico 12, St. Pierre and Miquelon 4, Scotland 1, South Africa 10, Sweden 8, Switzerland 8, Trinidad 1, Uruguay 1, Venezuela 4, Virgin Islands 2, Wales 1.

4. Long-term visits as percentage of long and short-term visits.

TABLE 6. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits Which Departed in the Years 1953-1957 (Classified by U.S. Federal States of Registration)

State of origin	1953	1954	1955	1956	1957
North Eastern	1, 124, 601	1, 097, 044	1, 132, 735	1, 149, 815	1, 182, 090
Connecticut	47, 727	46, 860	47, 196	49, 450	51, 160
Maine.....	114, 984	111, 796	114, 649	121, 187	122, 579
Massachusetts	106, 936	104, 806	107, 760	109, 665	110, 349
New Hampshire	28, 774	28, 865	30, 150	32, 414	32, 820
New Jersey.....	62, 232	60, 342	62, 828	63, 369	65, 855
New York	517, 471	517, 998	543, 086	548, 690	565, 949
Pennsylvania	134, 280	121, 739	122, 597	117, 496	128, 194
Rhode Island	16, 482	15, 136	15, 637	15, 351	15, 024
Vermont.....	95, 715	89, 502	88, 832	92, 193	90, 160
% of Total.....	45. 4	45. 2	45. 3	46. 6	47. 1
Great Lakes	789, 136	772, 012	791, 755	749, 770	743, 926
Illinois	80, 240	78, 549	77, 559	71, 665	69, 333
Indiana	36, 536	34, 443	34, 376	32, 392	31, 112
Michigan	481, 916	477, 874	494, 204	468, 587	460, 830
Ohio.....	158, 806	150, 088	153, 239	145, 713	152, 107
Wisconsin	31, 638	31, 058	32, 377	31, 413	30, 544
% of Total.....	31. 9	31. 8	31. 7	30. 4	29. 7
North Western	86, 690	94, 702	97, 346	98, 114	103, 524
Minnesota	43, 600	49, 658	52, 711	52, 170	54, 328
Montana.....	17, 981	19, 100	19, 486	21, 271	21, 330
North Dakota	25, 109	25, 944	25, 149	24, 673	27, 866
% of Total.....	3. 5	3. 9	3. 9	4. 0	4. 1
West Coast	276, 140	270, 463	275, 628	278, 076	281, 619
California	71, 620	69, 434	67, 470	67, 730	70, 898
Oregon.....	26, 980	26, 295	28, 153	28, 506	28, 122
Washington	177, 540	174, 734	180, 005	181, 840	182, 599
% of Total.....	11. 2	11. 2	11. 0	11. 2	11. 2
Other (Remaining States and Foreign Countries)	198, 775	192, 619	200, 924	193, 856	198, 461
% of Total.....	8. 0	7. 9	8. 0	7. 8	7. 9
Total	2, 475, 342	2, 426, 840	2, 498, 388	2, 469, 631	2, 509, 620

TABLE 7. Average Expenditure Per Car Declared by Non-Resident Permit-Holding Motorists¹ by U.S. Federal States of Registration, 1953-1957

State of registration	Average declared expenditure per car				
	1953	1954	1955	1956	1957
North Eastern:					
Connecticut	71.32	67.74	68.86	72.58	71.26
Maine	22.08	23.21	24.85	26.18	25.75
Massachusetts	83.06	80.90	81.34	85.38	82.64
New Hampshire	47.93	43.83	44.07	45.70	42.88
New Jersey	93.91	91.22	91.08	97.30	93.35
New York	53.34	51.76	52.62	52.78	53.62
Pennsylvania	78.08	77.84	78.49	78.83	75.23
Rhode Island	76.35	67.63	70.91	71.52	72.83
Vermont	14.12	13.75	15.45	15.69	15.29
Great Lakes:					
Illinois	79.67	69.32	84.76	90.74	89.13
Indiana	67.02	61.65	70.39	72.84	70.43
Michigan	30.32	30.87	28.44	31.85	31.91
Ohio	78.80	79.40	80.45	80.47	76.33
Wisconsin	79.25	67.57	77.41	79.92	82.01
North Western:					
Minnesota	66.65	59.07	64.78	68.13	68.93
Montana	64.95	61.20	60.84	58.77	58.70
North Dakota	47.65	42.54	42.81	44.31	42.59
West Coast:					
California	102.41	103.41	107.47	108.68	107.16
Oregon	99.82	97.22	95.56	97.47	97.10
Washington	53.76	52.93	51.87	52.95	53.22
Other:					
Remaining States and Foreign Countries	87.34	85.45	89.36	92.27	95.38

1. Including commuters, summer residents and locals.

**TABLE 8. Number and Expenditures of Canadian Automobiles Returning to Canada in 1957,
Classified by Length of Visit**

Days stay	Number of cars	% of total cars	Average expenditure per car	Estimated expenditures	% of total expend- itures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1	6,328,736	81.62	5.03	31,847,542	15.25	6,328,736	5.03
2 ¹	348,142	4.49	35.04	12,198,983	5.84	696,284	17.52
3	542,753	7.00	98.25	53,327,121	25.54	1,628,259	32.75
4	130,027	1.68	122.13	15,880,426	7.60	520,108	30.53
5	72,281	0.93	118.38	8,556,287	4.10	361,405	23.68
6	39,624	0.51	155.33	6,154,797	2.95	237,744	25.89
7	103,494	1.34	154.46	15,986,004	7.65	724,458	22.07
8	16,239	0.21	194.88	3,164,612	1.51	129,912	24.36
9	9,562	0.12	213.68	2,043,228	0.98	86,058	23.74
10	25,696	0.33	223.21	5,735,556	2.75	256,960	22.32
11	5,323	0.07	249.91	1,330,276	0.64	58,553	22.72
12	9,049	0.12	247.56	2,240,173	1.07	108,588	20.63
13	2,798	0.04	269.65	754,481	0.36	36,374	20.74
14	48,388	0.63	266.61	12,900,882	6.18	677,432	19.04
15	4,473	0.06	267.28	1,195,540	0.57	67,095	17.82
16	2,166	0.03	340.61	737,753	0.35	34,656	21.29
17	1,857	0.02	376.87	699,848	0.34	31,569	22.17
18	2,472	0.03	352.98	872,557	0.42	44,496	19.61
19	706	0.01	423.55	299,024	0.14	13,414	22.29
20	1,820	0.02	351.58	639,878	0.31	36,400	17.58
21	21,320	0.27	395.90	8,440,575	4.04	447,720	18.85
22	868	0.01	460.11	399,379	0.19	19,096	20.91
23	323	—	452.95	146,303	0.07	7,429	19.69
24	412	0.01	459.89	189,475	0.09	9,888	19.16
25	598	0.01	492.45	294,486	0.14	14,950	19.70
26	161	—	586.42	94,414	0.05	4,186	22.55
27	166	—	495.04	82,177	0.04	4,482	18.33
28	3,609	0.05	579.99	2,093,185	1.00	101,052	20.71
29	77	—	403.66	31,082	0.01	2,233	13.92
30-39	12,657	0.16	532.95	6,745,601	3.23	407,470	16.55
40-49	5,144	0.07	693.25	3,566,088	1.71	222,836	16.00
50-59	562	0.01	620.04	348,461	0.17	30,671	11.36
60-69	5,599	0.07	706.21	3,954,051	1.89	336,670	11.74
70-79	867	0.01	861.68	747,078	0.36	63,140	11.83
80-89	66	—	670.36	44,244	0.02	5,462	8.10
90-99	3,093	0.04	763.43	2,361,299	1.13	279,054	8.46
100-119	168	—	839.74	141,076	0.07	17,922	7.87
120-139	1,117	0.01	892.38	996,793	0.48	135,617	7.35
140-169	527	0.01	930.96	490,614	0.23	69,928	7.02
170-199	510	0.01	1,049.67	535,333	0.26	91,767	5.83
200-over	383	—	1,468.49	562,431	0.27	106,795	5.27
Total	7,753,833	100.00	26.83	208,829,113	100.00	14,456,869	14.44
Average length of stay						per car 1.86	

1. Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 8A. Number of and Average Expenditure Per Day by Canadian Motorists
Returning to Canada in 1957, Classified by Length of Visit**

Days stay	Average persons per car	Number of persons	Number of person-days	Average expenditures per person per day
				\$
1	2.71	17,151,410	17,151,410	1.86
2 ¹	2.88	1,001,175	2,002,350	6.09
3	2.96	1,608,115	4,824,345	11.05
4	2.98	386,931	1,547,724	10.26
5	3.15	227,750	1,138,750	7.51
6	3.06	121,283	727,698	8.46
7	4.00	314,264	2,199,848	7.27
8	3.07	49,924	399,392	7.92
9	3.11	29,756	267,804	7.63
10	2.94	75,668	756,680	7.58
11	3.08	16,395	180,345	7.38
12	3.06	27,728	332,736	6.73
13	3.13	8,759	113,867	6.63
14	3.06	147,930	2,071,020	6.23
15	3.07	13,737	206,055	5.80
16	3.06	6,620	105,920	6.97
17	3.04	5,639	95,863	7.30
18	2.89	7,149	128,682	6.78
19	3.30	2,333	44,327	6.75
20	3.02	5,496	109,920	5.82
21	2.95	62,806	1,318,926	6.40
22	2.95	2,560	56,320	7.09
23	3.02	974	22,402	6.53
24	3.33	1,371	32,904	5.76
25	2.73	1,634	40,850	7.21
26	2.84	457	11,882	7.95
27	2.44	405	10,935	7.52
28	3.03	10,920	305,760	6.85
29	2.71	209	6,061	5.13
30 - 39	2.71	34,240	1,102,186	6.12
40 - 49	2.52	12,954	561,167	6.35
50 - 59	3.06	1,718	93,751	3.72
60 - 69	2.74	15,315	920,891	4.29
70 - 79	2.52	2,182	158,915	4.70
80 - 89	2.39	158	13,076	3.38
90 - 99	2.42	7,492	675,928	3.49
100 - 119	2.68	450	48,006	2.94
120 - 139	2.40	2,684	325,864	3.06
140 - 169	2.11	1,114	167,791	2.92
170 - 199	2.15	1,098	197,574	2.71
200 - over	2.41	923	257,369	2.19
Total	2.76	21,369,726	40,733,294	5.13
Average length of stay			per person 1.91	

1. Includes vehicles staying more than 24 hours and less than 48 hours.

TABLE 9. State of Destination Reported by Canadians, Special Survey, 1957

Percentage of Persons Reporting Visits of 48 Hours or Over

State of Destination	Calendar Year	First Quarter	Second Quarter	Third Quarter	Fourth Quarter
	%	%	%	%	%
New York	26.14	27.15	20.99	24.96	31.86
Florida	11.55	20.72	23.28	3.44	4.71
Washington	11.06	8.78	9.82	12.58	11.94
Michigan	8.57	8.36	6.43	8.90	10.28
California	5.52	6.72	6.99	4.71	4.30
Massachusetts	5.38	3.64	4.81	6.74	5.36
Maine	3.25	0.76	1.71	6.15	2.52
Minnesota	3.14	1.59	2.34	4.10	3.79
Ohio	2.54	2.89	1.59	2.79	2.73
New Jersey	2.26	1.50	1.46	3.37	1.99
Illinois	2.04	2.16	1.64	2.24	2.01
Pennsylvania	2.03	1.94	1.95	2.05	2.14
Oregon	1.82	1.50	1.67	2.02	1.94
North Dakota	1.68	1.10	1.52	1.99	1.88
Vermont	1.66	0.89	1.27	1.87	2.37
Dist. of Columbia	1.24	1.25	1.65	1.06	1.11
Virginia	1.01	0.67	1.05	1.15	1.04
Connecticut	0.97	1.05	0.75	1.12	0.89
New Hampshire	0.94	0.40	0.73	1.44	0.86
Montana	0.70	0.34	0.57	0.96	0.75
Arizona	0.59	1.08	1.17	0.12	0.34
Indiana	0.58	0.49	0.99	0.43	0.52
Texas	0.51	0.69	0.94	0.23	0.37
Wisconsin	0.45	0.35	0.28	0.51	0.61
Idaho	0.38	0.19	0.43	0.62	0.16
Rhode Island	0.37	0.33	0.39	0.42	0.33
Missouri	0.32	0.34	0.36	0.31	0.30
Louisiana	0.28	0.49	0.30	0.23	0.14
Maryland	0.27	0.35	0.23	0.29	0.21
Wyoming	0.26	0.08	0.05	0.50	0.25
Colorado	0.24	0.22	0.19	0.24	0.30
Nevada	0.22	0.12	0.16	0.31	0.22
North Carolina	0.21	0.31	0.22	0.16	0.18
Iowa	0.19	0.24	0.08	0.25	0.16
Kentucky	0.18	0.12	0.24	0.16	0.18
Georgia	0.16	0.14	0.30	0.10	0.14
Tennessee	0.15	0.10	0.16	0.19	0.13
West Virginia	0.15	0.13	0.15	0.18	0.10
South Carolina	0.14	0.15	0.30	0.07	0.10
South Dakota	0.13	0.04	0.05	0.20	0.18
Utah	0.12	0.09	0.09	0.11	0.20
Alaska	0.11	0.02	0.08	0.24	0.04
Oklahoma	0.11	0.17	0.17	0.09	0.04
Delaware	0.10	0.13	0.09	0.07	0.11
Nebraska	0.08	0.03	0.09	0.10	0.08
Alabama	0.06	0.03	0.11	0.07	0.04
Kansas	0.06	0.08	0.08	0.07	0.03
Arkansas	0.04	0.03	0.01	0.04	0.07
New Mexico	0.03	0.03	0.04	0.04	-
Mississippi	0.01	0.02	0.03	0.01	-
Total	100.00	100.00	100.00	100.00	100.00

**TABLE 10. State of Destination Reported by Canadians by Province of Re-Entry into Canada
Special Survey, 1957**

Percentage of Persons Reporting Visits of 48 Hours or Over

State of Destination	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.	Total
	%	%	%	%	%	%	%	%
Alabama	—	0.09	0.09	—	—	—	—	0.06
Arizona	—	0.02	0.33	0.64	1.59	6.38	1.70	0.59
Arkansas	—	0.01	0.08	—	—	—	—	0.04
California	0.88	1.06	2.58	5.77	3.97	13.20	19.42	5.52
Colorado	0.09	0.03	0.25	0.70	2.38	1.04	0.20	0.24
Connecticut	1.89	2.71	0.66	—	—	—	0.04	0.97
Delaware	0.18	0.13	0.12	0.03	—	—	0.01	0.10
Dist. of Columbia	0.92	1.85	1.55	0.41	0.26	0.15	0.10	1.24
Florida	6.42	12.70	16.53	4.98	3.44	1.04	0.38	11.55
Georgia	0.18	0.12	0.23	0.12	—	—	0.05	0.16
Idaho	—	—	0.02	0.06	—	1.78	1.97	0.38
Illinois	0.28	0.19	3.16	4.90	2.65	1.63	0.45	2.04
Indiana	0.09	0.05	1.04	0.58	—	0.44	0.05	0.58
Iowa	0.05	0.03	0.21	0.76	3.18	0.15	0.07	0.19
Kansas	0.23	0.03	0.06	0.09	—	0.44	0.04	0.06
Kentucky	—	0.04	0.31	0.15	—	0.15	0.02	0.18
Louisiana	—	0.23	0.36	0.17	1.59	0.30	0.11	0.28
Maine	29.75	7.85	0.98	0.35	0.27	—	0.08	3.25
Maryland	0.28	0.38	0.35	—	—	—	0.02	0.27
Massachusetts	33.35	12.73	2.92	0.23	—	0.30	0.16	5.38
Michigan	0.23	0.08	15.99	5.16	11.64	2.37	0.69	8.57
Minnesota	0.60	0.03	1.29	39.20	11.11	3.26	0.33	3.14
Mississippi	—	—	0.03	—	—	—	—	0.01
Missouri	0.14	0.01	0.46	0.73	1.32	0.30	0.17	0.32
Montana	—	0.04	0.17	0.61	3.70	36.65	0.71	0.70
Nebraska	—	0.01	0.10	0.23	—	0.59	0.04	0.08
Nevada	—	0.05	0.07	0.17	0.53	0.30	0.86	0.22
New Hampshire	1.94	3.33	0.36	0.03	—	—	—	0.94
New Jersey	1.75	5.03	2.23	0.12	0.53	0.30	0.11	2.26
New Mexico	0.09	—	0.02	0.09	0.26	—	0.06	0.03
New York	15.10	39.45	34.04	3.15	3.70	1.33	0.73	26.14
North Carolina	0.14	0.18	0.31	0.03	0.53	—	0.04	0.21
North Dakota	—	—	0.40	21.98	24.34	0.30	0.18	1.68
Ohio	0.46	0.24	4.80	0.41	2.38	—	0.12	2.54
Oklahoma	—	0.04	0.08	0.49	0.79	1.93	0.05	0.11
Oregon	—	0.01	0.05	0.32	—	0.74	9.90	1.82
Pennsylvania	1.11	1.38	3.31	0.23	0.53	0.30	0.09	2.03
Rhode Island	1.25	1.26	0.12	0.03	—	—	0.03	0.37
South Carolina	0.05	0.18	0.20	0.03	—	—	0.01	0.14
South Dakota	—	0.01	0.03	0.99	5.82	1.04	0.01	0.13
Tennessee	0.28	0.07	0.22	0.12	—	—	0.05	0.15
Texas	0.14	0.12	0.54	1.66	4.50	2.08	0.32	0.51
Utah	0.09	0.01	0.02	0.17	—	2.97	0.34	0.12
Vermont	0.88	7.33	0.21	—	—	—	—	1.66
Virginia	1.02	0.76	1.59	0.09	—	—	0.05	1.01
Washington	—	0.03	0.54	1.37	4.76	14.24	59.03	11.06
West Virginia	—	0.03	0.27	—	—	—	0.01	0.15
Wisconsin	0.14	0.07	0.59	1.72	3.70	—	0.09	0.45
Wyoming	—	—	0.13	0.93	0.53	4.15	0.48	0.26
Alaska	—	—	—	—	—	0.15	0.63	0.11
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

TABLE 11. Number of Canadian Automobiles Returning to Canada in 1957, Classified by Length of Visit, by Province of Re-Entry into Canada

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.
1	1,522,118	1,123,066	2,796,005	134,775	85,878	51,470	615,424
2 ¹	70,916	109,894	97,303	13,307	5,349	6,714	44,659
3	32,498	116,177	213,933	33,737	15,727	25,036	105,645
4	13,929	37,618	41,443	7,391	2,905	7,544	19,197
5	9,257	27,079	17,699	2,983	1,387	3,548	10,328
6	5,086	12,515	10,877	1,629	847	2,602	6,068
7	8,611	42,475	30,397	4,060	1,332	4,175	12,444
8	1,632	4,341	5,118	917	423	1,106	2,702
9	1,032	2,451	2,496	590	354	973	1,666
10	2,218	8,647	7,591	1,048	574	1,214	4,404
11	572	1,489	1,399	321	219	366	957
12	1,138	2,112	3,265	369	243	417	1,505
13	276	906	353	139	116	330	678
14	2,742	14,434	18,842	1,997	698	1,441	8,234
15	374	2,464	639	150	118	302	426
16	246	557	637	88	161	136	341
17	167	551	581	38	92	123	305
18	164	506	761	110	73	310	548
19	97	182	111	13	49	87	167
20	192	593	335	86	61	149	404
21	583	6,866	8,554	1,135	308	474	3,400
22	46	287	214	13	75	58	175
23	21	119	56	10	24	13	80
24	10	96	121	13	37	11	124
25	25	210	195	23	—	47	98
26	—	67	32	14	24	24	—
27	10	81	32	13	8	22	—
28	110	1,675	1,375	114	30	36	269
29	31	—	11	—	—	13	22
30- 39	270	4,270	4,999	580	391	556	1,591
40- 49	164	1,681	2,246	215	73	122	643
50- 59	25	151	289	13	8	—	76
60- 69	119	2,107	1,752	287	263	210	861
70- 79	21	238	289	68	49	60	142
80- 89	—	—	23	30	—	13	—
90- 99	111	656	1,197	168	124	205	632
100-119	—	16	75	—	44	11	22
120-139	33	134	442	89	186	58	175
140-169	55	30	212	13	70	—	147
170-199	10	95	233	33	8	22	109
200-over	—	32	98	60	31	24	138
Total	1,674,909	1,526,868	3,272,230	206,639	118,359	110,022	844,806

1. Includes vehicles staying more than 24 hours and less than 48 hours.

TABLE 12. Balance of Payments on Travel Account Between Canada and Other Countries, 1926 - 1957

(Net Credits + Net Debits -)

Year	Account with United States			Account with overseas countries ¹			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	(\$ Million)								
1926	140	70	+ 70	12	29	-17	152	99	+ 53
1927	148	72	+ 76	15	28	-13	163	100	+ 63
1928	163	72	+ 91	14	26	-12	177	98	+ 79
1929	184	81	+103	14	27	-13	198	108	+ 90
1930	167	67	+100	13	25	-12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+154	13	22	- 9	280	135	+145
1949	267	165	+102	18	28	-10	285	193	+ 92
1950	260	193	+ 67	15	33	-18	275	226	+ 49
1951	258	246	+ 12	16	34	-18	274	280	- 6
1952	257	294	- 37	18	47	-29	275	341	- 66
1953	282	307	- 25	20	58	-38	302	365	- 63
1954	283	320	- 37	22	69	-47	305	389	- 84
1955	303	363	- 60	25	86	-61	328	449	-121
1956	309	391	- 82	28	107	-79	337	498	-161
1957 ²	325	403	- 78	38	122	-84	363	525	-162

1. Prior to confederation with Canada in 1949 Newfoundland was classed as an overseas country.

2. Subject to revision.

TABLE 13. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1953-1957

Province of entry	1953	1954	1955	1956	1957
Non-permit class — Local traffic¹					
Atlantic Provinces	1, 009, 549	1, 014, 429	1, 169, 151	1, 385, 993	1, 547, 776
Quebec	348, 679	315, 117	482, 534	542, 454	594, 244
Ontario	4, 127, 205	3, 616, 109	3, 758, 160	3, 915, 963	3, 892, 033
Manitoba	71, 334	66, 571	72, 591	70, 890	75, 240
Saskatchewan	25, 493	23, 789	31, 956	32, 420	31, 165
Alberta	23, 254	24, 912	39, 788	32, 069	25, 194
British Columbia	122, 165	120, 510	128, 583	130, 282	120, 573
Yukon Territory	1, 520	1, 536	626	995	847
Canada ²	5, 729, 199	5, 182, 973	5, 683, 389	6, 111, 066	6, 287, 072
Travellers' vehicle permits¹					
Atlantic Provinces	161, 286	163, 034	166, 664	174, 698	179, 866
Quebec	413, 016	396, 783	405, 784	417, 826	425, 870
Ontario	1, 534, 135	1, 492, 378	1, 549, 942	1, 485, 360	1, 533, 842
Manitoba	39, 971	46, 499	46, 723	45, 543	49, 178
Saskatchewan	21, 155	20, 863	18, 910	20, 984	22, 334
Alberta	44, 450	44, 894	45, 745	47, 916	48, 770
British Columbia	283, 846	278, 376	283, 469	282, 926	284, 790
Yukon Territory	8, 255	8, 017	7, 756	9, 191	10, 424
Canada ³	2, 506, 114	2, 450, 844	2, 524, 993	2, 484, 444	2, 553, 074
Commercial vehicles					
Atlantic Provinces	83, 707	77, 259	94, 989	110, 295	105, 709
Quebec	59, 019	64, 008	86, 979	120, 184	113, 524
Ontario	190, 197	115, 928	133, 779	156, 942	170, 975
Manitoba	7, 218	10, 478	12, 717	15, 008	17, 293
Saskatchewan	7, 927	7, 464	6, 541	8, 502	8, 248
Alberta	6, 013	4, 570	7, 989	8, 773	8, 028
British Columbia	17, 232	22, 645	22, 234	29, 834	34, 213
Yukon Territory	1, 176	1, 019	315	1, 385	172
Canada	372, 489	303, 371	365, 543	450, 923	458, 162

1. "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 80.

2. Includes 5,509 motorcycles, 36,760 bicycles and 181,091 taxis in 1957.

3. Includes 1,403 motorcycles, 2,009 bicycles and 5,056 other vehicles in 1957.

TABLE 14. Number of Foreign Automobiles and Other Vehicles Entering Canada, by Month of Entry, 1953-1957

Month	1953	1954	1955	1956	1957
Non-permit class -- Local traffic¹					
January	298,313	310,994	270,122	323,125	322,675
February	286,351	292,040	242,686	297,624	317,949
March	342,090	315,682	269,088	328,989	377,850
April	377,232	330,137	385,694	425,938	441,457
May	482,461	446,968	501,979	511,769	539,002
June	579,338	526,387	584,817	628,224	662,472
July	819,809	799,426	921,522	881,774	900,959
August	806,771	720,499	798,819	844,405	905,627
September	561,904	471,970	545,478	601,759	564,815
October	448,066	375,033	459,144	481,999	467,680
November	373,782	308,980	352,799	395,344	403,714
December	353,082	284,857	351,241	390,116	382,872
Total²	5,729,199	5,182,973	5,683,389	6,111,066	6,287,072
Travellers' vehicle permits¹					
January	47,422	48,736	57,451	56,076	48,336
February	57,448	59,617	52,332	55,175	61,018
March	71,587	67,218	67,071	75,823	85,669
April	106,709	107,022	118,786	105,632	117,229
May	183,509	194,685	200,671	162,388	185,817
June	297,616	275,154	289,577	320,390	329,904
July	544,420	562,223	582,036	541,715	543,995
August	546,185	515,149	515,078	526,738	574,926
September	305,212	289,904	309,446	295,853	269,367
October	169,530	162,213	167,563	164,666	152,653
November	99,192	96,945	91,190	101,587	101,577
December	77,284	71,978	73,792	78,401	84,583
Total³	2,506,114	2,450,844	2,524,993	2,484,444	2,555,074
Commercial vehicles					
January	30,773	28,677	29,614	38,264	41,403
February	30,667	28,309	28,612	37,416	40,525
March	31,568	32,494	29,730	37,839	41,080
April	29,455	21,185	26,682	32,958	32,712
May	31,436	22,652	29,597	36,927	38,131
June	33,342	24,224	30,768	38,423	37,676
July	32,635	23,994	29,356	35,997	39,278
August	32,513	22,815	31,614	40,019	38,387
September	31,404	23,148	30,004	36,079	35,355
October	29,936	24,178	30,214	41,486	38,316
November	27,448	24,589	31,869	38,244	37,123
December	31,312	27,106	37,483	37,271	38,176
Total	372,489	303,371	365,543	450,923	458,162

1. "Non-Permit Class" and Travellers' Vehicle Permits are defined on page 80.

2. Includes 5,509 motorcycles, 36,760 bicycles and 181,091 taxis in 1957.

3. Includes 1,403 motorcycles, 2,009 bicycles and 5,056 other vehicles in 1957.

TABLE 15. Number of Foreign Travellers Entering Canada from the United States, by Province of Entry, 1953-1957

Province of entry	1953	1954	1955	1956	1957
(a) Rail¹					
Atlantic Provinces	12,837	12,433	13,421	12,476	9,881
Quebec	143,159	135,830	130,393	121,803	114,742
Ontario	202,179	195,556	213,871	183,634	168,527
Manitoba	19,145	18,006	22,877	20,482	18,708
Saskatchewan	13,240	12,183	11,198	9,329	8,349
Alberta	1,593	1,611	1,571	1,580	1,570
British Columbia	50,834	48,121	47,241	43,254	44,275
Yukon Territory	7,586	8,467	6,856	9,814	10,085
Canada	450,573	432,207	447,428	402,372	376,137
(b) Boat					
Atlantic Provinces	20,394	19,486	6,809	4,495	4,223
Quebec	3,803	3,304	4,773	3,750	5,607
Ontario	166,489	193,982	242,866	243,682	258,139
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	134,717	130,102	115,147	147,547	150,448
Yukon Territory	1	3	—	2	9
Canada	325,404	346,877	369,595	399,476	418,426
(c) Bus²					
Atlantic Provinces	8,806	8,822	10,260	8,072	8,329
Quebec	41,961	41,997	47,153	51,158	59,408
Ontario	264,541	239,042	239,086	233,930	255,830
Manitoba	5,440	5,801	6,687	6,643	7,185
Saskatchewan	463	199	879	645	168
Alberta	3,161	3,060	3,265	3,132	6,760
British Columbia	27,561	36,218	32,421	34,912	37,551
Yukon Territory	272	57	246	432	—
Canada	352,205	335,196	339,997	338,924	375,231
(d) Aeroplane					
Atlantic Provinces	9,663	10,861	13,164	13,032	15,176
Quebec	58,491	63,764	77,688	81,309	89,957
Ontario	84,428	94,831	118,268	135,075	150,185
Manitoba	8,761	10,959	11,909	12,278	15,009
Saskatchewan	1,285	1,278	1,465	1,717	1,814
Alberta	12,770	11,762	13,237	13,658	19,807
British Columbia	30,603	36,662	42,044	46,598	50,206
Yukon Territory ³	7,414	8,351	10,723	11,051	10,487
Canada	213,415	238,468	288,498	314,718	352,641

1. After deducting intransit passengers across Southern Ontario.

2. Exclusive of local bus traffic between border communities but including intransit traffic.

3. Yukon Territory traffic is practically all intransit to and from Alaska.

TABLE 16. Number of Foreign Travellers Entering Canada from the United States, by Month of Entry, 1953-1957

Month	1953	1954	1955	1956	1957
(a) Rail (Gross entries)					
January	89,109	67,775	68,277	73,793	52,636
February	71,832	60,524	55,254	59,712	52,861
March	71,000	56,356	52,660	58,495	46,413
April	77,859	67,428	62,322	59,913	54,316
May	82,274	72,355	69,862	63,314	58,119
June	102,340	88,898	87,009	89,728	72,750
July	114,984	114,667	116,690	106,914	94,177
August	112,935	112,481	112,695	103,283	85,252
September	87,044	85,828	81,132	76,639	55,803
October	73,659	68,642	79,888	60,307	46,248
November	62,448	63,762	73,286	53,923	42,680
December	80,625	82,451	80,712	76,120	58,438
Total.....	1,026,109	941,167	939,787	882,141	719,693
(b) Rail (Net entries)					
January	31,147	27,908	26,417	26,733	20,579
February	29,675	27,476	25,124	25,150	25,257
March	27,445	24,748	22,776	23,508	23,643
April	29,052	27,534	26,672	25,001	28,390
May	32,781	31,519	31,353	27,060	31,186
June	50,177	43,571	46,301	45,293	42,244
July	61,627	62,719	65,841	57,610	59,965
August	59,695	59,654	61,430	53,428	49,423
September	40,399	39,854	36,127	35,724	27,770
October	31,780	29,200	38,187	27,329	23,113
November	23,674	24,910	34,674	23,701	18,654
December	33,121	33,114	32,526	31,835	25,913
Total.....	450,573	432,207	447,428	402,372	376,137
(c) Boat					
January	1,240	1,381	1,151	1,395	1,258
February	1,264	1,539	1,133	1,446	1,421
March	1,843	1,541	1,650	1,793	2,834
April	2,631	3,174	2,953	3,021	3,697
May	14,494	16,116	17,648	16,500	21,555
June	46,349	45,290	51,100	56,347	56,890
July	102,434	113,749	121,281	122,785	134,116
August	94,583	108,175	115,902	131,623	135,503
September	39,340	42,783	42,050	48,666	45,618
October	11,158	8,103	9,224	9,861	10,562
November	6,501	2,865	3,038	3,062	3,086
December	3,567	2,161	2,465	2,977	1,886
Total.....	325,404	346,877	369,595	399,476	418,426

TABLE 16. Number of Foreign Travellers Entering Canada from the United States, by Month of Entry, 1953-1957 - Concluded

Month	1953	1954	1955	1956	1957
(d) Bus ^{1,2}					
January	11,649	12,380	12,898	9,492	10,925
February	11,112	12,157	10,813	12,061	12,342
March	11,178	11,215	13,597	12,050	13,023
April	15,377	15,189	17,481	18,357	21,109
May	27,131	29,923	27,100	29,398	35,097
June	39,599	39,034	39,108	39,169	47,005
July	73,007	75,506	75,419	65,222	74,184
August	71,453	62,807	64,503	66,337	78,714
September	36,780	31,893	30,947	32,691	34,786
October	23,577	19,361	20,162	25,122	19,512
November	15,040	12,611	14,981	15,180	15,857
December	16,302	13,120	12,988	13,845	12,677
Total	352,205	335,196	339,997	338,924	375,231
(e) Aeroplane					
January	10,598	11,806	14,823	16,946	18,817
February	11,148	12,238	13,951	16,493	18,295
March	12,554	13,538	16,964	18,285	21,427
April	13,775	15,404	18,239	20,553	22,732
May	18,163	20,481	24,733	27,621	31,664
June	24,981	26,803	31,161	38,948	41,028
July	26,447	30,836	36,453	37,078	43,901
August	26,917	28,407	38,695	38,078	45,077
September	22,826	25,359	30,013	31,740	35,708
October	18,256	20,868	26,420	27,624	30,173
November	13,507	16,308	18,016	21,204	21,942
December	14,243	16,420	19,030	20,148	21,877
Total	213,415	238,468	288,498	314,718	352,641

1. Exclusive of local bus traffic between border communities.

2. Includes a small percentage of intransit passengers across Southern Ontario.

TABLE 17. Number of Canadian Automobiles and Other Vehicles Travelling in the United States by Province of Re-Entry into Canada, 1953-1957

Province of re-entry	1953	1954	1955	1956	1957
Length of stay — 24 hours or less					
Atlantic Provinces	1,128,197	1,210,512	1,367,434	1,615,748	1,692,852
Quebec	704,508	688,549	952,817	1,086,593	1,169,503
Ontario	1,488,384	1,946,264	2,367,938	2,759,531	2,864,208
Manitoba	125,330	136,014	144,013	136,752	137,949
Saskatchewan	57,265	62,604	65,055	75,043	86,364
Alberta	28,036	29,399	58,247	64,567	51,935
British Columbia	513,797	503,077	534,473	569,786	624,361
Yukon Territory	405	1,332	1,069	1,495	2,449
Canada¹	4,045,922	4,577,751	5,491,046	6,309,515	6,629,621
Length of stay — Over 24 hours					
Atlantic Provinces	44,816	41,832	97,943	127,366	152,791
Quebec	160,510	156,955	310,199	373,757	403,802
Ontario	281,225	390,280	480,086	478,872	476,225
Manitoba	51,059	51,086	67,869	65,979	71,864
Saskatchewan	35,461	30,613	32,040	31,486	32,481
Alberta	34,529	32,961	65,534	65,050	58,552
British Columbia	153,443	149,618	186,150	203,723	228,773
Yukon Territory	212	200	381	387	609
Canada¹	761,255	853,545	1,240,202	1,346,620	1,425,097
Commercial vehicles					
Atlantic Provinces	93,575	89,703	124,443	137,853	132,536
Quebec	90,117	99,731	135,755	183,390	172,788
Ontario	112,547	164,208	223,384	232,944	244,371
Manitoba	20,222	25,646	25,081	28,125	22,220
Saskatchewan	14,702	13,819	10,217	12,156	10,128
Alberta	7,172	7,364	12,272	13,138	11,169
British Columbia	32,910	31,171	31,653	31,297	32,752
Yukon Territory	121	152	289	355	1,423
Canada	371,366	431,794	563,094	639,258	627,387

1. Includes 10,981 motorcycles, 59,257 bicycles and 230,647 taxis in 1957.

TABLE 18. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1953-1957

Month	1953	1954	1955	1956	1957
Length of stay - 24 hours or less					
January	242,225	225,882	301,042	383,268	399,596
February	230,639	236,210	273,870	354,860	404,559
March	279,485	271,830	300,795	427,869	492,090
April	322,646	375,683	444,174	481,004	536,541
May	383,474	447,667	527,307	559,558	587,888
June	376,517	430,040	526,692	594,178	644,667
July	440,589	534,972	676,355	737,228	737,969
August	468,052	526,342	603,177	689,141	719,408
September	356,604	428,687	520,679	576,327	601,845
October	353,314	414,777	509,508	556,788	533,309
November	305,716	354,205	399,258	467,583	481,531
December	286,661	331,456	408,189	481,711	490,218
Total¹	4,045,922	4,577,751	5,491,046	6,309,515	6,629,621
Length of stay - Over 24 hours					
January	20,340	20,454	29,901	44,702	47,732
February	20,652	21,826	28,139	40,440	45,277
March	31,751	30,760	35,197	56,831	68,041
April	57,771	68,875	91,539	95,988	111,959
May	56,357	70,665	103,763	97,891	110,349
June	60,903	66,326	95,473	102,719	118,480
July	122,580	139,502	229,098	230,627	234,430
August	148,325	154,530	212,498	233,583	250,895
September	89,395	97,042	146,566	152,261	152,729
October	76,062	80,968	129,708	130,197	124,798
November	43,146	54,067	73,940	83,674	85,387
December	33,973	48,530	64,380	77,707	75,020
Total¹	761,255	853,545	1,240,202	1,346,620	1,425,097
Commercial vehicles					
January	34,113	34,780	40,328	58,587	66,131
February	36,414	37,817	36,718	61,397	62,256
March	31,373	35,195	37,379	52,016	54,107
April	27,199	33,401	40,980	42,682	44,607
May	29,102	36,129	49,327	49,300	51,601
June	29,614	37,702	51,448	50,890	49,634
July	29,888	37,563	49,445	52,550	54,167
August	29,824	38,066	51,345	54,034	51,965
September	30,739	34,877	51,113	51,334	48,087
October	32,630	36,652	52,097	57,800	51,223
November	30,432	34,417	47,245	52,597	46,992
December	30,038	35,195	55,669	56,071	46,617
Total	371,366	431,794	563,094	639,258	627,387

1. Includes 10,981 motorcycles, 59,257 bicycles and 230,647 taxis in 1957.

TABLE 19. Number of Canadians Returning from the United States by Province of Re-Entry into Canada, 1953 - 1957

Province or re-entry	1953	1954	1955	1956	1957
(a) Rail					
Atlantic Provinces	15,558	14,014	13,407	14,201	12,596
Quebec	150,098	155,912	153,252	155,634	136,478
Ontario	238,923	218,789	216,000	222,747	205,094
Manitoba	23,897	24,905	22,533	22,085	20,629
Saskatchewan	6,141	5,467	4,888	4,069	3,462
Alberta	38	16	2	—	—
British Columbia	76,869	71,682	70,210	65,745	65,118
Yukon Territory	999	1,239	792	1,356	1,635
Canada	512,523	492,024	481,084	485,837	445,012
(b) Boat					
Atlantic Provinces	56,798	42,191	34,140	21,701	21,661
Quebec	2,032	1,683	2,892	1,865	3,401
Ontario	39,522	39,934	45,047	45,995	37,557
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	28,763	29,320	28,202	32,563	32,581
Yukon Territory	29	—	4	23	13
Canada	127,144	113,128	110,285	102,147	95,213
(c) Bus¹					
Atlantic Provinces	17,840	16,453	13,971	12,663	12,608
Quebec	82,359	74,678	76,014	78,064	78,333
Ontario	333,135	304,653	263,159	225,803	235,042
Manitoba	21,823	21,729	25,323	28,599	29,000
Saskatchewan	580	596	878	877	392
Alberta	5,300	5,065	5,130	5,268	5,087
British Columbia	77,065	76,405	80,822	84,223	93,259
Yukon Territory	120	35	56	126	—
Canada	538,222	499,614	465,353	435,623	453,721
(d) Aeroplane					
Atlantic Provinces	6,452	6,732	7,987	8,913	9,583
Quebec	60,560	66,104	78,140	91,544	98,868
Ontario	96,369	98,984	121,855	147,902	166,496
Manitoba	5,151	5,436	6,239	6,698	7,204
Saskatchewan	469	506	414	565	733
Alberta	5,903	5,188	5,482	5,248	8,044
British Columbia	24,721	28,851	33,189	38,774	41,035
Yukon Territory	831	656	608	648	689
Canada	200,456	212,457	253,914	300,292	332,652

1. Exclusive of local bus traffic between border communities.

**TABLE 20. Number of Canadians Returning from the United States
by Month of Re-Entry into Canada, 1953-1957**

Month	1953	1954	1955	1956	1957
(a) Rail (Gross entries)					
January	41,410	38,944	37,832	38,793	34,340
February	32,041	28,613	29,352	31,848	30,116
March	34,669	35,652	34,274	35,580	42,179
April	49,992	48,263	49,399	52,322	43,125
May	39,200	39,484	36,960	34,951	34,450
June	35,919	32,928	34,150	32,758	30,163
July	54,922	51,869	51,285	49,722	47,452
August	61,106	58,560	50,972	55,947	50,191
September	41,824	41,960	40,170	42,045	36,607
October	46,920	42,861	46,452	42,718	36,319
November	34,504	35,095	32,557	30,896	28,484
December	40,016	37,795	37,681	38,257	31,586
Total	512,523	492,024	481,084	485,837	445,012
(b) Rail (Net entries)					
January	40,810	38,434	37,403	38,365	33,957
February	31,562	28,146	28,952	31,513	29,786
March	34,197	35,189	33,816	35,139	41,762
April	49,206	47,540	48,684	51,909	42,603
May	38,495	38,883	36,491	34,463	34,022
June	35,301	32,475	33,707	32,318	29,626
July	54,167	51,207	50,721	49,252	46,769
August	60,406	57,947	50,269	55,360	49,466
September	41,263	41,505	39,692	41,638	36,151
October	46,245	42,360	45,912	42,254	35,788
November	33,927	34,483	32,041	30,362	27,954
December	39,252	37,088	37,009	37,721	31,003
Total	504,831	485,257	474,697	480,294	438,887
(c) Boat					
January	5,067	4,123	3,774	2,652	2,626
February	4,354	2,932	2,660	3,176	2,866
March	4,647	2,821	2,864	3,360	2,928
April	5,793	5,182	4,497	3,970	4,784
May	8,135	6,484	6,312	5,258	5,287
June	11,773	13,427	10,233	9,175	10,388
July	20,505	23,811	25,386	21,433	19,018
August	25,473	22,443	23,721	26,994	21,528
September	14,840	13,239	13,755	11,236	10,753
October	11,716	8,139	6,766	6,814	6,495
November	7,724	4,853	5,620	3,552	4,954
December	7,117	5,674	4,697	4,527	3,586
Total	127,144	113,128	110,285	102,147	95,213

**TABLE 20. Number of Canadians Returning from the United States
by Month of Re-Entry into Canada, 1953-1957 - Concluded**

Month	1953	1954	1955	1956	1957
(d) Bus¹					
January	27, 936	27, 346	25, 367	20, 279	22, 300
February	26, 550	24, 584	22, 897	19, 023	19, 451
March	32, 963	29, 442	26, 504	23, 722	28, 887
April	41, 321	38, 299	36, 533	34, 923	37, 585
May	49, 451	45, 094	43, 420	40, 637	37, 889
June	57, 921	53, 934	48, 872	51, 987	51, 371
July	70, 292	68, 293	68, 664	61, 656	59, 642
August	71, 726	70, 776	62, 790	68, 496	70, 879
September	50, 840	46, 844	48, 347	41, 277	45, 309
October	43, 599	38, 520	34, 189	27, 824	33, 262
November	33, 724	29, 936	24, 646	23, 591	23, 057
December	31, 899	26, 546	23, 124	22, 208	24, 089
Total	538, 222	499, 614	465, 353	435, 623	453, 721
(e) Aeroplane					
January	14, 841	16, 506	20, 159	23, 884	28, 486
February	14, 304	14, 851	17, 001	22, 245	24, 847
March	18, 223	19, 928	22, 854	27, 857	32, 860
April	20, 938	22, 060	25, 976	32, 125	32, 289
May	16, 978	18, 727	21, 741	26, 588	29, 573
June	15, 357	15, 893	19, 417	25, 165	24, 442
July	15, 513	16, 137	18, 932	20, 864	25, 402
August	17, 356	17, 074	20, 657	24, 653	29, 374
September	17, 657	19, 960	23, 100	25, 446	27, 971
October	20, 245	19, 736	25, 226	28, 543	29, 738
November	14, 718	16, 520	19, 833	23, 213	24, 403
December	14, 326	15, 065	19, 018	19, 709	23, 267
Total	200, 456	212, 457	253, 914	300, 292	332, 652

1. Exclusive of local bus traffic between border communities.

Classification Definitions used in this Report

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.

3. Foreign Vehicles Inward

- (a) Non-Permit Class consists of local vehicles which do not require Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below).

- (b) Travellers' vehicle permits are issued to foreign vehicles which remain in Canada longer than 48 hours or which travel beyond the jurisdiction of the port of entry. (Thus a motorist who intends to leave the country at a point other than that of entry must apply for a traveller's vehicle permit).

These permits are usually valid for periods of 60 days or 6 months, but more than 50 per cent of all permits issued each year are used for visits of less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

4. Canadian Vehicles Inward

Canadian vehicles returning to Canada are classified by length of stay depending upon whether they are abroad for more or less than 24 hours.

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